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THE CITY OF SAN DIEGO  
**REPORT TO THE CITY COUNCIL**

DATE ISSUED: November 26, 2008

REPORT NO.: 08-175

ATTENTION: Council President and City Council  
Agenda of December 2, 2008

SUBJECT: Hillel of San Diego Student Center, Project No. 149437.  
Council District 1. Process Five.

REFERENCE: Planning Commission Report No. PC-08-119  
<http://www.sandiego.gov/planning-commission/pcreports/08119.pdf>

**REQUESTED ACTION:** Approval of a two phased development, with Phase I to retain the existing use of a single-family residence and garage/storage structure for religious offices and related uses; and Phase II the development of a 12,100 square-foot religious student center over a subterranean garage on a vacant 0.77-acre site on the south side of La Jolla Village Drive between Torrey Pines Road and La Jolla Scenic Way within the La Jolla Community Plan.

**STAFF RECOMMENDATION:**

1. **Certify** Mitigated Negative Declaration No. 149437, and **Adopt** the Mitigation Monitoring and Reporting Program;
2. **Approve** Site Development Permit No. 527861;
3. **Approve** Public Right-of-Way Vacation No. 527860; and
4. **Approve** Easement Acquisition No. 584509.

**SUMMARY:**

**Planning Commission Recommendation:**

On November 6, 2008, following the staff presentation, testimony in favor and in opposition, lengthy discussion, and multiple motions, the Planning Commission voted 4-1-2 to recommend denial to the City Council. The initial motion proposed by the Commission was to approve the project as proposed, with a clear directive that the parking lifts within the subterranean parking garage must be workable when constructed. However, the initial motion to recommend approval failed by a vote of 2-3. In an effort to obtain the required number of affirmative votes (4) to move the project along to City Council, the same Commissioner who made the motion to recommend approval, made a subsequent motion to recommend denial, which passed by a vote of 4-1.

As shown on the conceptual plans before the Commission on November 6, the layout of the parking structure would not allow adequate space for the parking requirements of the San Diego Municipal Code (SDMC) to be met. As discussed below, the applicant has redesigned the parking layout which now fully meets the SDMC requirements.

The Planning Commission discussion focused on the following issue areas:

- Parking;
- Use of the site and the compatibility of the proposed use with that of the surrounding development;
- Bulk and Scale of the proposed development, and compatibility of the project's bulk and scale with that of the surrounding development;
- Enforcement of the permit conditions and conditions of the Transportation Demand and Parking Management Plan (TDPMP); and
- The Status of the project's prior approvals.

Following each of the Planning Commission's concerns, is further discussion and staff's response to those concerns.

**Parking** – The Planning Commission expressed concern and asked numerous questions regarding use of parking lifts, the approved off-site parking agreement with the University of California, San Diego (UCSD), and a proposed shuttle service to those off-site lots.

**Staff Response:** Subsequent to the November 6, 2008 Planning Commission hearing, the applicant redesigned the parking garage layout to increase the area for the proposed parking lifts and to increase the parking space dimensions. The proposed parking lift is the Bend Pak HD-12SS (See Attachment 17). According to the City's parking standards, a parking space with obstructions on two sides (e.g., supporting columns, or posts of a parking lift), requires a 9 foot, 6 inch wide parking space. The applicant was able to increase the width of the parking spaces and the space around each space by reducing the number of striped and on-ground parking spaces from 40 to 36 spaces. In turn, the applicant is now proposing an increase in the number of parking spaces housing lifts from the previously proposed 28 to 32 spaces. The project continues to provide a total of 68 on-site parking spaces, with 32 of the 36 striped parking spaces utilizing parking lifts (equating to 64 total spaces) and four non-lift spaces. Each parking space has been designed to meet the City's standards in regards to width and depth, and would allow each driver to self-park using the lifts. During the normal workweek day the required parking for the project is 12 spaces, based upon the staffing and occasional student visitors expected.

Once a week on Friday nights the Hillel Student Center would host Shabbat services, with an allowable maximum capacity of 204 attendees. Using the City's standard parking rate of one parking space per three attendees, the required number of parking would be 68 spaces, which matches the proposed on-site parking. The applicant would utilize valet parking service for the Shabbat services to allow visitors to access their automobiles on demand. The valet service would allow access to the automobiles parked on either level of the lift space. It is anticipated that parking in these spaces would take minimal time and would not require a queue off-site, as the 60 seconds expected to lift each automobile would be absorbed parking other cars in adjacent lifts. In an abundance of caution, the permit has been conditioned to require the applicant to have in place an off-site parking agreement for up to 67 parking spaces for Shabbat services, over and above the code required 68 on-site parking spaces. Although the permit requires the availability of the additional parking over and above the code requirements, the permit still limits attendance at Shabbat services to no more than 204 visitors.

The applicant is proposing occasional special events for up to 400 visitors, up to six times for the first year, and up to a maximum of nine times a year after the first year. The permit has been conditioned to require the applicant to have an off-site parking agreement in place for up to 75 off-site parking spaces for occasional special events over and above the code required 68 on-site parking spaces.

Should the off-site spaces not be within 600 feet of the project site, the permit has been conditioned to require access to and from the off-site parking location via a shuttle service. This condition is applicable for both the Friday night Shabbat services and the occasional special events. The shuttle service would drop passengers off within the subterranean parking garage and would be provided one hour before to one hour after each event. The shuttle service would be anticipated to have a round-trip loop-time of approximately 15 minutes.

In the event that the designated off-site parking location is changed for Friday night Shabbat services, the permit has been conditioned to require the applicant to provide a parking attendant at the original location an hour before the scheduled start time until an hour after the scheduled start time, for the first two scheduled events after the location change, to direct any applicable vehicles to the new off-site parking location. Hillel would also be required to publish the change of location on its website and inform students by e-mail and other methods of the change of location as specified under the information program described within the TDPMP.

Also included as conditions of the Site Development Permit and TDPMP, are the following:

- Hillel shall provide staff at both the Hillel facility and the off-site parking locations to monitor parking for Shabbat services and occasional special events.

- The monitors of the parking locations will have two-way communication capability to ensure shuttle riders are served.
- Appropriate signage directing visitors to the off-site parking spaces would be provided, as required by the Site Development Permit.
- If for any reason the parking agreement for off-site parking is canceled or temporarily discontinued, the Hillel facility would not be allowed to exceed 204 visitors.
- If for any reason the parking shuttle fails to operate during any Shabbat services or occasional special events, Hillel would immediately suspend any activities with more than 204 people in attendance at the facility until the shuttle service is resumed and the resumed operation is approved by the Mayor/City Manager in his or her sole discretion.
- The Hillel facility would have an attendant monitor the garage entry. Should the garage be full, vehicles would be directed to the off-site parking location.
- During Shabbat services and occasional special events, signs shall be placed and maintained in front of the project clearly indicating available parking spaces at the off-site location(s).
- To insure the project follows the conditions of approval, the applicant would be required to maintain an account (minimum \$10,000, maximum \$20,000) for enforcement of these conditions by the Neighborhood Code Compliance Division of the Development Services Department.

**Use** - The Planning Commission was split as to the compatibility of the use of the site as a religious student center, with the single-family and institutional uses surrounding the development.

**Staff Response:** Uses which are permitted by right in the Single-Family (SF) Zone of the La Jolla Shores Planned District include single dwellings, public parks, public playgrounds, golf courses, schools, and churches, temples or other buildings used primarily for religious purposes. All of these uses are deemed to be compatible with one another because they are allowed by right, and they are deemed to be compatible with the applicable land use plan which is implemented through the SF Zone.

Hillel is a non-profit religious corporation whose mission is "To be a vibrant Jewish campus presence and to involve a maximum number of university-aged Jews in ways that foster a lasting commitment to Jewish life." Hillel works to accomplish its mission statement by providing: weekly Sabbath services and Jewish holiday services during the school year; classes on Jewish religion, including Bible, Talmud, ethics and holidays; adult Bar and Bat Mitzvah training; pastoral and spiritual counseling for Jewish students; and instruction for students who wish to convert to Judaism.



On the UCSD campus, Hillel is housed in the Office of Religious Affairs, and because it is a religious organization, is precluded by the University from having its own facility on campus. Hillel proposes to construct a permanent building on the project site to further the religious purposes of the corporation. Therefore, it is staff's position that the proposed use of the property is allowed by right.

**Bulk and Scale** – The Commission was again split on the compatibility of the project's bulk and scale with that of the surrounding single-family and institutional development.

**Staff Response:** The bulk and scale of the proposed building is commensurate with the size of the parcel. The square-footage for Phase II of the project site including the area of the public right-of-way vacation is 33,541 square feet, or about 0.77-acre. The bulk and scale of buildings within the Single Family (SF) Zone of the La Jolla Shores Planned District are controlled through the siting of buildings, a height limit of 30 feet, maximum lot coverage of 60 percent, and a minimum landscaping requirement of 30 percent of the lot area. As proposed, the religious student center is far below the limits of the La Jolla Shores Planned District, in that the maximum height would not exceed 22 feet, the lot coverage equates to approximately 36 percent, and 52 percent of the total lot area is landscaped. The proposed project floor area ratio is 0.47, and the average floor area ratio for adjacent single family properties is 0.47. The scale of the proposed building is relative to the surrounding single-family uses in that it is located on a large parcel that is 4 to 5 times the size of the surrounding single family lots; the proposed building is set into the ground to minimize the size of the building; and the center utilizes variations in height, textures, materials, and rooflines to create the appearance of a series of smaller, individual structures. The proposed landscaping surrounding the building would eventually obscure virtually any views of the building as large pine trees are proposed to be planted around the building.

**Enforcement** – The Planning Commission expressed concern regarding the enforcement of permit conditions and conditions included in the TPDMP regarding number of visitors for Friday night Shabbat Services and occasional special events.

**Staff Response:** The Neighborhood Code Compliance (NCC) Division of the Development Services Department would develop a program to monitor compliance, which would include periodic review of documentation from the applicant, and periodic inspections from NCC, performed at times in conjunction with the San Diego Police Department. In addition, the TDPMP has been required by condition of the Site Development Permit to avoid spillover parking on neighboring streets during the religious student center activities. The TDPMP includes a number of parking management strategies, including methods for monitoring parking activity, community outreach strategies, participation in a Neighborhood Advisory Committee, and requirements to perform post occupancy surveys, evaluations, and studies. For further information regarding the TDPMP and the required parking management strategies, please see Attachment 12.

As noted above, the applicant is required to maintain an account (minimum \$10,000, maximum \$20,000) for Development Service Department enforcement of these conditions.

**Prior Approval Status** – The Planning Commission questioned the status of the previous approval, and why a new application was being submitted versus an amendment.

**Staff Response:** As discussed in more detail in the Background section of the report below, an almost identical project was previously approved by the City Council, and that decision was later challenged in court. Given the current status of the previously approved application, it was determined, with the concurrence of the City Attorney's Office that the applicant would be allowed to resubmit a new application addressing the judge's concerns, and process it through the City's review process.

**Background:**

The project site is located in the Single Family Zone of the La Jolla Shores Planned District within the La Jolla Community Planning Area, Coastal Height Limit Overlay Zone, and the Campus Parking Impact Overlay Zone. Properties to the south and east are designated for residential uses (5-9 dwelling units/acre) and are currently developed with detached single-family homes to the south, and attached single-family homes to the east, across La Jolla Scenic Way. Properties to the north and west are designated for Public Facilities/Institutional uses, with properties to the north developed with the University of California San Diego facilities, and properties to the west, beyond Torrey Pines Road, being currently vacant.

On March 3, 2005, an almost identical project came before the Planning Commission, which voted 5-0 to recommend denial to the City Council. The vote was based on the Planning Commission's belief that the use would not be compatible with the surrounding residential uses; therefore, they were not able to make the neighborhood compatibility finding. It was also the Planning Commission's belief that although the parking plan could meet the parking demand for occasional special events, it could not be depended on for the regular operation of the facility.

This same project first came before the City Council on September 27, 2005 and was continued. On May 9, 2006, after hearing public testimony and engaging in lengthy discussion, the City Council ultimately approved the Hillel Student Center by a vote of 6-2, with the addition of numerous parking and traffic related conditions.

The May 9, 2006 approval was challenged in court, and a judge ordered the City to set aside the Mitigated Negative Declaration and the associated project approvals, other than the resolution which authorized the sale of the site from the City of San Diego to Hillel of

San Diego. The judge found that the Mitigated Negative Declaration failed to adequately evaluate the pedestrians crossing La Jolla Village Drive, and the possibility of on-site raptors. The judge sent back the approvals and the Mitigated Negative Declaration to the City of San Diego, to be reconsidered in compliance with CEQA.

The judge's order was challenged by both the applicant and a group of project opponents. Given the pending status of the previous approvals, it was determined that the applicant would be allowed to resubmit a new application addressing the judge's concerns, and process it through the City's review process. Should the current application reach City Council prior to the legal action being resolved on the prior approvals, the prior approvals would be rescinded as a part of the current application, prior to the City Council action on the current application.

The applicant submitted the current Hillel Student Center Project on June 12, 2008. The project scope is generally the same as the previous application, with the addition of 28 on-site parking spaces supplied by parking lifts, and the incorporation of a roof-mounted photovoltaic system consisting of solar panels and the installation of a fuel cell sufficient to generate at least 30 percent of the project's projected energy consumption, meeting the requirements of City Council Policy 900-14. Each of the project's technical studies was redone, and the two areas of concern raised by the judge's order were addressed in new traffic and biology studies.

The owner and applicant converted the use of the existing single-family residence at 8976 Cliffridge Avenue from residential to religious use without obtaining a required Site Development Permit (SDP). A Code Compliance Case was opened by the City of San Diego Neighborhood Code Compliance Division of the Development Services Department. Since the applicant has applied for the required SDP as Phase I of the current application, the use of the single-family residence as a religious use has been allowed to continue, pending the outcome of the current application. If Phase II of the application is approved, the religious offices and related use at 8976 Cliffridge Avenue would move into the new 12,100 square-foot facility (Phase II) and the single-family home would revert back to its original use. Should Phase II be denied, the applicant would request the approval of Phase I on a permanent basis.

#### Project Description:

The Hillel Student Center Project consists of an application for a Site Development Permit, Easement Acquisition, and Public Right-of-Way Vacation for a two-phased development to continue the use of an existing single-family dwelling for religious offices and related purposes as a Phase I entitlement; and to develop a vacant triangular shaped parcel on the south side of La Jolla Village Drive between Torrey Pines Road and La Jolla Scenic Way with a 12,100 square-foot, one-story religious student center above a subterranean garage of 17,000 square-feet of area as a Phase II entitlement.

More specifically, Phase I involves the continued use of the 1,792 square-foot single-family residence and garage/storage structure at 8976 Cliffridge Avenue for religious

offices and related use until such time as the proposed Phase II is developed and approved for occupancy. Phase I would include interior improvements to the existing single-family residence and construction of a parking lot to allow for the required off-street parking associated with the use of the single-family residence. The exterior elevations of the existing residence would not change.

There are two alternatives proposed for providing the required off-street parking spaces. Alternative I would provide six parking spaces; three standard spaces and one accessible space in the vacated cul-de-sac adjacent to the existing single family residence; and the remaining two spaces would be in the existing detached two-car garage existing on the lot (See Attachment 8, Sheet A2.0). This alternative involves construction of temporary sidewalk and parking improvements in the cul-de-sac/right-of-way proposed for vacation. Alternative II would provide six parking spaces; five standard spaces and one accessible space, within the western portion of the existing site (See Attachment 8, Sheet A2.1). This alternative would require the demolition of the existing detached 462 square-foot garage/storage area to provide adequate space for the cars on site.

Phase II involves the development of a two-level religious student center, with a maximum overall height of 22 feet above grade, consisting of an upper level main floor use area of 12,100 square-feet and a lower subterranean garage of 17,000 square-feet for the parking of 68 vehicles, trash enclosures, storage, and elevators. The religious student center level would contain three multi-purpose rooms, a library, lounge area, computer room, student offices, administrative offices, elevator, kitchen, storage, two restrooms, and three outdoor patios. The garage would also include a mechanical room, elevator, telephone cable room, service lobby, and trash/recycling area. The subterranean parking garage would be located directly beneath the proposed religious student center building. The vehicle entrance and exit would be located off of La Jolla Scenic Way, approximately 140 feet from La Jolla Village Drive, and 100 feet from La Jolla Scenic Drive North.

A previously approved traffic study, *Traffic Generation, Site Access and Parking Evaluation of Hillel Facility at UC San Diego*, dated May 11, 2004 was prepared for the proposed project by Kimley-Horn and Associates, Inc., to analyze the potential impact of the project on the roadway system and on the on-street parking in the area. A new Traffic study was prepared for the current project, *Traffic Impact Analysis, Hillel Facility*, dated July 7, 2008, prepared by Linscott, Law, and Greenspan.

The proposed project is estimated to generate 234 average daily trips on Fridays (Shabbat services) with 11 morning peak-hour trips and 8 evening peak-hour trips. Other days of the week would be estimated to generate lower traffic volumes. Once a week on Friday night, 58 vehicle trips are expected between the hours of 9:00 PM and 10:00 PM.

Proposed grading of the site would consist of 9,200 cubic yards of cut and 400 cubic yards of fill with an average depth of cut of 15 feet. Approximately 8,800 cubic yards of material would be exported offsite. The project proposes seven retaining walls along the southwestern, northern and eastern portions of the site with a maximum height of seven feet.

The exterior elevations of the student center building indicate the use of earth tone colored stucco, stone cladding, masonry blocks, earth tone colored concrete, wood siding, dual-glaze windows, metal trellises, and a metal roof. The project design incorporates a roof-mounted photovoltaic system consisting of solar panels and the installation of a fuel cell sufficient to generate at least 30 percent of the project's projected energy consumption, meeting the requirements of City Council Policy 900-14. In addition, the project proposes to meet the standards required to obtain a Leadership in Energy and Environmental Design (LEED) Silver rating.

Landscaping for the proposed project would consist of Torrey Pines, large screening shrubs, medium flowering shrubs, low spreading shrubs, low growing flowering shrubs, groundcover and hardscape areas. All proposed plants on the project site would be native species. Torrey Pines are proposed along the property line for the project site. Large screening shrubs and medium flowering shrubs are proposed along the outside walls of the proposed building. A combination of groundcover, low spreading shrubs and low growing flowering shrubs are proposed along the proposed building and along the property line with the proposed Torrey Pines. Hardscaped areas are proposed on the north and south portion of the site.

#### Community Plan Analysis:

The subject properties are designated as Low Density Residential (5-9 du/ac) in the La Jolla Community Plan. Religious uses are commonly found to fit within residential areas without adversely affecting the Land Use Plan. Additionally, the proposed use is permitted by the La Jolla Shores Planned District Ordinance which was adopted specifically to implement the Land Use Plan. The Hillel religious student center is located directly across the street from the University of California and on the northern edge of the adjacent residential neighborhood, making it an appropriate location for the student-related activity. The SF Zone of the La Jolla Shores Planned District lists churches, temples or buildings of a permanent nature, used primarily for religious purposes as permitted uses; therefore, the proposed use of a religious student center for Jewish students at UCSD would be a permitted and appropriate use for this site.

The current La Jolla Community Plan and Local Coastal Program Land Use Plan was adopted in February of 2004. The Plan designates the project parcels for Low Density Residential (5-9 du/ac) single-family residential development. The previous community plan was in effect from 1995 until the adoption of the current community plan in 2004, and had the project parcels designated as Parks, Open Space. The community plan in effect prior to 1995 had the property designated as Single-Family Residential. A community plan dating back to 1966 shows the project parcels designated for Single-Family Residential use.

The land use designation change in 2004 from Parks, Open Space back to Single-Family Residential use was done to bring the community plan into conformance with the existing La Jolla Planned District Ordinance, which includes the parcels within the Single-Family, or SF Zone. The La Jolla Community Plan and Local Coastal Program redesignation to

Single-Family Residential use was reviewed as a part of the Environmental Impact Report for the 2004 community plan update.

The proposed development incorporates a number of specific design features which would allow the religious student center to achieve compatibility with the existing residential development in the vicinity. The proposed religious student center utilizes variations in height, textures, and rooflines in order to create the appearance of a series of smaller, individual structures. In addition, lower portions of the structure would be concealed behind landscaped berms which would reduce the overall scale of the structure as viewed from the adjacent residential neighborhood. Torrey Pine trees are proposed as both street trees and in informal groupings around the periphery of the project, and would further screen and soften the structure at maturity. Parking for the facility is located within a subterranean garage and meets the San Diego Municipal Code requirement of 68 vehicle parking spaces. The garage would also be equipped with a loading area, trash and recycling area, and a service elevator, so that any noise and visual impacts associated with these activities would be screened from surrounding residents.

In order to further minimize impacts to the adjacent residential neighborhood, staff has proposed specific conditions limiting the hours of operation for the religious student center and the frequency of special events. The center would be permitted to be open from 7:00 AM to 10:00 PM Monday - Friday, while all post-event cleanup and securing of the center must conclude by 11:00 PM. Weekend hours would be limited to Saturday from 8:00 AM to 10:00 PM and Sunday from 10:00 AM to 6:00 PM unless there is a Jewish Holiday or other occasional special event, where the weekday hours of operation would be allowed.

The number of occasional special events for the first twelve months of operation would be limited to six. The number may be increased after the first year to a maximum of nine occasional special events per year with the approval of the Development Services Department Director, in his or her sole discretion, where Neighborhood Code Compliance would be in charge of documenting the number of these events.

The project also implements policies of the La Jolla Community Plan which recommend enhanced pedestrian-orientation. Non-contiguous sidewalks are located along the La Jolla Village Drive and La Jolla Scenic Drive North frontages, with Torrey Pine trees and other landscaping planted between the curb and sidewalk. While screening the project from the adjacent residential neighborhood, this configuration would also buffer pedestrians from automobile traffic to create an environment conducive to walking and transit use. As such, students would be encouraged to use transit or walk from the UCSD campus to the religious student center, reducing automobile traffic and demand for parking at the center. By incorporating the cited design features and the conditions regarding operation of the center, the project implements the policies of the La Jolla Community Plan and would not adversely affect the residential land use designation of the subject properties.

Environmental Analysis:

The City of San Diego conducted an Initial Study, which determined that the proposed project construction could potentially result in significant but mitigable impacts in the areas of Paleontological Resources and Parking. Mitigated Negative Declaration Number 149437 was prepared for the project in accordance with the State of California Environmental Quality Act (CEQA) Guidelines. A Mitigation, Monitoring, and Reporting Program would be implemented which would reduce, to below a level of significance, the potential environmental impacts identified from the environmental review process for Paleontological Resources and Parking.

Project-Related Issues:

Community Planning Group Recommendation - The project site is located within the La Jolla Shores Planned District within the boundaries of the La Jolla Community Planning area. The decision-maker is required to consider the recommendation of the La Jolla Shores Planned District Advisory Board (LJSPDAB) and City staff strongly recommends that all applicants seek the recommendation of the La Jolla Community Planning Association, the officially recognized Community Planning Group for the La Jolla Community Planning Area. The project went before both groups and the results of their actions are detailed below.

On September 4, 2008, the La Jolla Community Planning Association (LJCPA) passed two motions; one taking action on the application, and the other providing direction to the President of the LJCPA regarding the project's environmental document (See Attachment 14).

In the first motion, the LJCPA voted 14-0-0 to recommend denial of the subject project, following the recommendations of the La Jolla Traffic and Transportation Board and the La Jolla Shores Permit Review Committee. The LJCPA recommended denial of the project because of the following:

1. Inadequate transportation plan with impacts on adjacent intersections and pedestrian movements;
2. Detrimental street vacation for which the findings cannot be made;
3. Insufficient parking;
4. Unpermitted use of a Student Center in the La Jolla Shores Planned District (LJSPD); and
5. The project does not meet the green space requirements of the LJSPD on its own without the public right of way vacations.

In the second motion, the LJCPA voted 14-0-0 to request that the President of the LJCPA send a letter to the City that:

1. Points out the errors in the draft Mitigated Negative Declaration (MND), and
2. Requests an Environmental Impact Report with better analysis of transportation, parking, street vacation, open space, land use, and community character.

On September 16, 2008 the La Jolla Shores Planned District Advisory Board (LJSPDAB) voted 4-0 to recommend denial of the project. Among a list of reasons, the LJSPDAB based their recommendation on traffic, impact on the surrounding neighborhood, non-conforming use as a student center, the proposed street vacation action, and non-use by the nearby single-family residential community.

Staff Response to Community Planning Group Issues – Following each of the LJCPA reasons for their denial recommendation, are responses from staff each issue.

1. Inadequate transportation plan with impacts on adjacent intersections and pedestrian movements - A comprehensive traffic study was completed for the project using City standards. In addition to the base analysis, a worst case analysis in terms of vehicular impact was conducted (assuming all patrons drive to the facility) and a worst case analysis in terms of pedestrian movements was conducted (assuming all patrons walk to the facility). These two extra analyses were conducted above and beyond the typical traffic study analyses. A full analysis of the La Jolla Village Drive/Torrey Pines Road, La Jolla Village Drive/La Jolla Scenic Way, La Jolla Scenic Drive North/Cliffridge Avenue, La Jolla Scenic Way/La Jolla Scenic Drive North, and La Jolla Scenic Drive North/Caminito Deseo intersections was completed in the project's traffic impact analysis. This analysis was completed for the scenarios listed below. No significant impacts were identified in terms of vehicular or pedestrian movements based on City of San Diego significance criteria.
  - a. Existing
  - b. Existing + cumulative projects
  - c. Existing + cumulative projects + project
  - d. 2030 without project
  - e. 2030 with project
2. Detrimental street vacation for which the findings cannot be made – It is staff's position that the street vacation findings can be made. As noted in the Public Right-of-Way Vacation Resolution (Attachment 9), there is no present or prospective use for the public right-of-way, either for the purpose for which it was originally required, or for any other public use of a like nature that can



be anticipated; the public would benefit from the vacation through the improved utilization of the land made available by the vacation; the vacation does not adversely affect any applicable land use plan; and the public facility for which the public right-of-way was originally acquired would not be detrimentally affected by this vacation.

La Jolla Scenic Drive North is a local street and there is little likelihood that the street would be widened to the width allowed by the current right-of-way. As designed, La Jolla Scenic Drive North would meet the design standards of the City of San Diego Traffic Design Manual. The applicant would maintain more than 10,000 square feet of landscaped and hardscaped area for public use, both visually and physically, with a bike and pedestrian path, grove of native Torrey Pine Trees, a park bench, trash receptacle, and public drinking fountain. In addition, any liability and maintenance cost would be transferred from the City to the property owner with this vacation. The intended use of the site is consistent with the community plan and SF Zone, which allows religious uses by right. Therefore, it is staff's position that the street vacation findings can be made.

3. Insufficient parking – The total parking requirement for proposed project is 74 spaces; with six (6) spaces for Phase I and 68 spaces for Phase II. The six parking spaces proposed for Phase I meet the requirements of the San Diego Municipal Code. Of the 68 parking spaces proposed for Phase II, 64 of the 68 spaces are proposed through the use of parking lifts, which meets the requirements of the San Diego Municipal Code. As described above, the project has been conditioned to require the maintenance of an off-site parking agreement with the University of California, San Diego for an additional 67 off-site parking spaces for Hillel's weekly Shabbat services, and up to 75 off-site parking spaces for occasional special events.
4. Unpermitted use of a Student Center in the La Jolla Shores Planned District (LJSPD) – The project is proposing the development of a 12,100 square foot religious student center, including associated administrative uses and functions. The Hillel project site is within the SF Zone of the La Jolla Shores Planned District, which permits churches, temples or buildings of a permanent nature, used primarily for religious purposes. Therefore, the religious student center is an allowable use at this location.
5. The project does not meet the green space requirements of the LJSPD on its own without the proposed public right-of-way vacation – This statement is true; however, the project as proposed could not be constructed on the site as it exists today without deviating substantially from the development regulations of the LJSPD. Should the vacated area not be included in the calculation, the minimum square footage of lot area to be landscaped would be 4,605 square feet, or 30 percent of 15,350 square feet of existing lot area. Given the approximate footprint of 12,100 square feet, the proposed development would

not be feasible without the public right-of-way vacation. In addition, the applicant compensated the City of San Diego for 33,518 square feet of lot area (amount of lot area should public right-of-way be approved) when the land sale was approved as a part of Council's action to approve, on May 9, 2006.

Section 1510.0304(h)(1) of the La Jolla Shores Planned District Ordinance states that in the Single-Family Zone, all of the property not used or occupied by structures, unplanted recreational areas, walks and driveways shall be landscaped and may include native materials, and in no case shall the landscaped area be less than 30 percent of the total parcel area. Should the public-right-of-way vacation be approved, the minimum square footage of lot area required to be landscaped would be 10,055 square feet, or 30 percent of 33,518 square feet of total lot area. The proposed project provides 17,906 square feet of landscaped area or 52 percent of the total lot area, which exceeds the minimum code requirement of 30 percent.

Bulk and Scale not consistent with the surrounding development – It is staff's position that the Hillel project is compatible with the neighboring structures. Alterations to the exterior or the height of the single-family home (Phase I) are not a part of this project, and would require additional review and approval by the City of San Diego, as conditioned in the project's Site Development Permit.

As fully discussed in the Community Plan Analysis, the proposed Phase II development incorporates a number of specific design features which would allow the religious student center to achieve compatibility with the existing residential development in the vicinity, including variations in design in order to create the appearance of a series of smaller, individual structures; and concealing lower portions of the structure behind landscaped berms which would reduce the overall scale of the structure as viewed from the adjacent residential neighborhood. Torrey Pine trees are proposed as part of the project's landscaping plan, which would further screen and soften the structure at maturity. In addition, the project's subterranean garage is houses the project's loading area, trash and recycling area, and service elevator, so that any noise and visual impacts associated with these activities would be screened from surrounding residents.

The maximum building height for the Hillel facility is 22 feet above the main finished floor elevation. This is well below the allowable 30 feet and is consistent with the adjacent single-family development, including the two-story single family residence on the corner of Cliffridge Avenue and La Jolla Scenic Drive North. Additionally, any of the surrounding single family residences are allowed to develop up to the 30-foot height limit consistent with the allowable building heights within the LJSPDO and the Proposition 'D' Coastal Height Limit. The La Jolla Playhouse Theater complex on the University of California, San Diego (UCSD) campus exists across La Jolla Village Drive, approximately 100 yards to the north, and is developed with multi-story structures. The nature and color of the Hillel

project's materials are similar to other structures in the neighborhood, and the design provides landscaping in excess of what is required.

Proposed Deviations – Following each deviation listed below, is staff's reason (**in bold**) for supporting that deviation. All three deviations seek to reduce the 24-foot width of curb cuts providing access to the project site:

1. Phase I, Alternative 1. A deviation from San Diego Municipal Code (SDMC) Section 142.0560 (j)(1) for minimum width of a non-residential driveway. Temporary deviation from the driveway width requirements, whereas, the applicant is proposing a 12-foot curb cut to access 8976 Cliffridge Avenue where the San Diego Municipal Code requires 24 feet for a non-residential use. This deviation assumes approval of Phase II and the public right-of-way vacation request. When Phase II is constructed, the religious offices and related use at 8976 Cliffridge Avenue will move into the new 12,100 square-foot facility (Phase II) and the single-family home will revert back to its original use, which only requires a 12-foot curb cut as a residential use.

**Staff supports this deviation to a 12 foot wide curb cut because the narrower driveway is temporary in nature which is expected to revert back to a single family residence, reduces the impacts to on-street parking and allows for appropriate separation between the driveway and the required pedestrian ramp which matches the existing pedestrian ramp on the opposite side of the street.**

2. Phase I, Alternative 2. A deviation from San Diego Municipal Code (SDMC) Section 142.0560 (j)(1) for minimum width of a non-residential driveway. Permanent deviation from the driveway width requirements, whereas, the applicant is proposing a 20-foot curb cut to access 8976 Cliffridge Avenue where the San Diego Municipal Code requires 24 feet for a non-residential use. This deviation assumes denial of Phase II and the Public Right-of-Way Vacation request, and the permanent use of the single family home at 8976 Cliffridge Avenue as a non-residential use.

**Staff supports this deviation to a 20-foot curb cut because the narrower driveway reduces the impacts to on-street parking while still accommodating two-way traffic.**

3. Phase II. A deviation from San Diego Municipal Code (SDMC) Section 142.0560 (j)(1) for minimum width of a non-residential driveway. Deviation from the driveway width requirements, whereas, the applicant is proposing a 22-foot curb cut to access the religious student center where the San Diego Municipal Code requires 24 feet for a non-residential use.

**Staff supports this deviation to a 22-foot wide curb cut to reduce the impacts to on-street parking and to match the proposed drive aisle as designed for the project still accommodating two-way traffic.**

**FISCAL CONSIDERATIONS:** All costs associated with the processing of this project are being recovered from a deposit account maintained by the applicant.

**PREVIOUS COUNCIL and/or COMMITTEE ACTION:** This specific project has not yet been before the City Council; however, an almost identical project was heard and approved by the City Council on May 6, 2006, by a vote of 6-2. Numerous traffic and parking related conditions were added by the Council at the May 6, 2006 hearing. Those conditions have been included in the current project's draft permit.


**COMMUNITY PARTICIPATION AND PUBLIC OUTREACH EFFORTS:** The project site is located within the La Jolla Shores Planned District within the boundaries of the La Jolla Community Planning area. The decision-maker is required to consider the recommendation of the La Jolla Shores Planned District Advisory Board (LJSPDAB) and City staff strongly recommends that all applicants seek the recommendation of the La Jolla Community Planning Association, the officially recognized Community Planning Group for the La Jolla Community Planning Area.

On September 4, 2008, the La Jolla Community Planning Association (LJCPA) passed two motions; one taking action to recommend denial of the project by a vote of 14-0-0, and the other providing direction to the President of the LJCPA regarding the project's environmental document. Please see the Project-Related Issues section of the report for more detail.

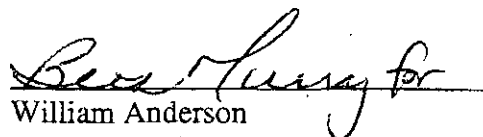
On September 16, 2008 the La Jolla Shores Planned District Advisory Board (LJSPDAB) voted 4-0 to deny the project. Please see the Project-Related Issues section of the report for more detail.

**KEY STAKEHOLDERS:**

The owners for the project are Robert Marshall and Hillel of San Diego and applicant for the project is Hillel of San Diego. Please see Attachment 16.



Kelly Broughton  
Director, Development Services Department



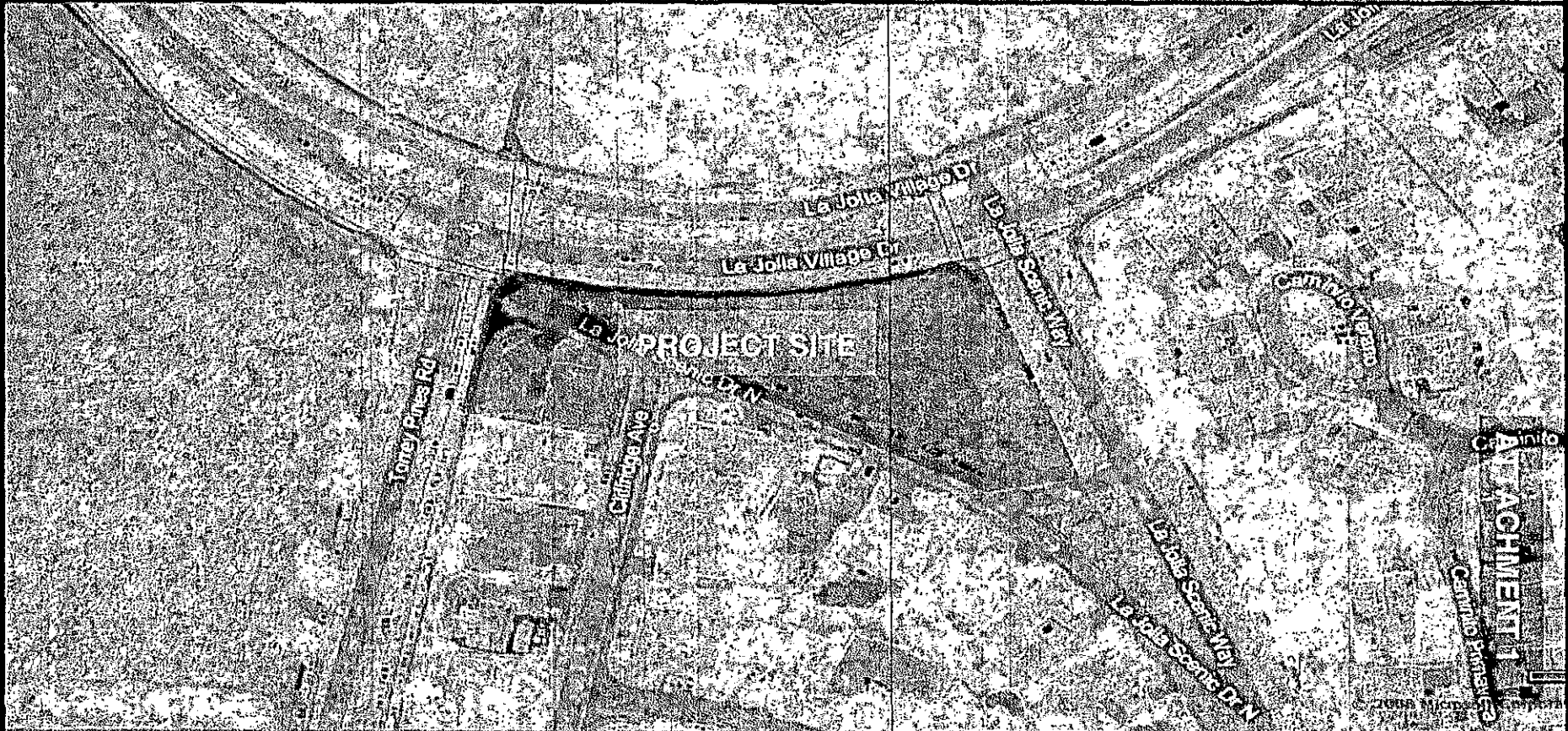
William Anderson  
Deputy Chief Operating Officer:  
Executive Director of City Planning and  
Development

ATTACHMENTS:

1. Aerial Photograph
2. Community Plan Land Use Map
3. Project Location Map
4. Project Data Sheets
5. Project Information and Site Plans
6. Civil Engineering Plans
7. Landscape Plans
8. Architectural Plans
9. Draft Right-of-Way Vacation Resolution and Exhibits
10. Draft Permit with Conditions
11. Draft Permit Resolution with Findings
12. Transportation Demand and Parking Management Plan
13. Shared Parking Agreement
14. La Jolla Community Planning Association Recommendation
15. La Jolla Shores Planned District Ordinance Advisory Board Recommendation
16. Ownership Disclosure Statement
17. Bcnd Pak HD-12SS Parking Lifts

Development Services Department  
Project Management Division

# Aerial Photograph





Development Services Department  
Project Management Division

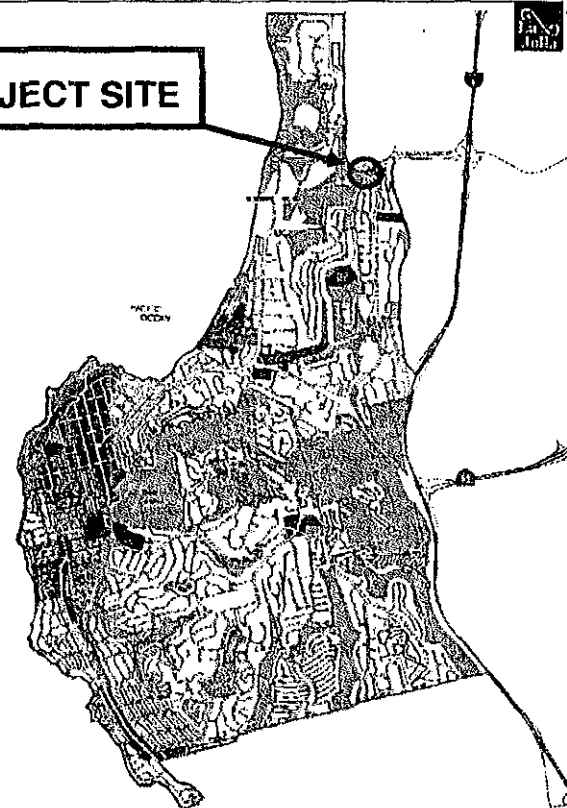
002714

# Community Land Use Map

## Legend

- Very Low Density Residential (0-5 DU/AC)
- Low Density Residential (5-9 DU/AC)
- Low Medium Residential (9-15 DU/AC)
- Medium Residential (15-30 DU/AC)
- Medium High Residential (30-45 DU/AC)
- Commercial/Mixed Use
- Parks, Open Space
- Schools
- Cultural
- Community Facilities

PROJECT SITE



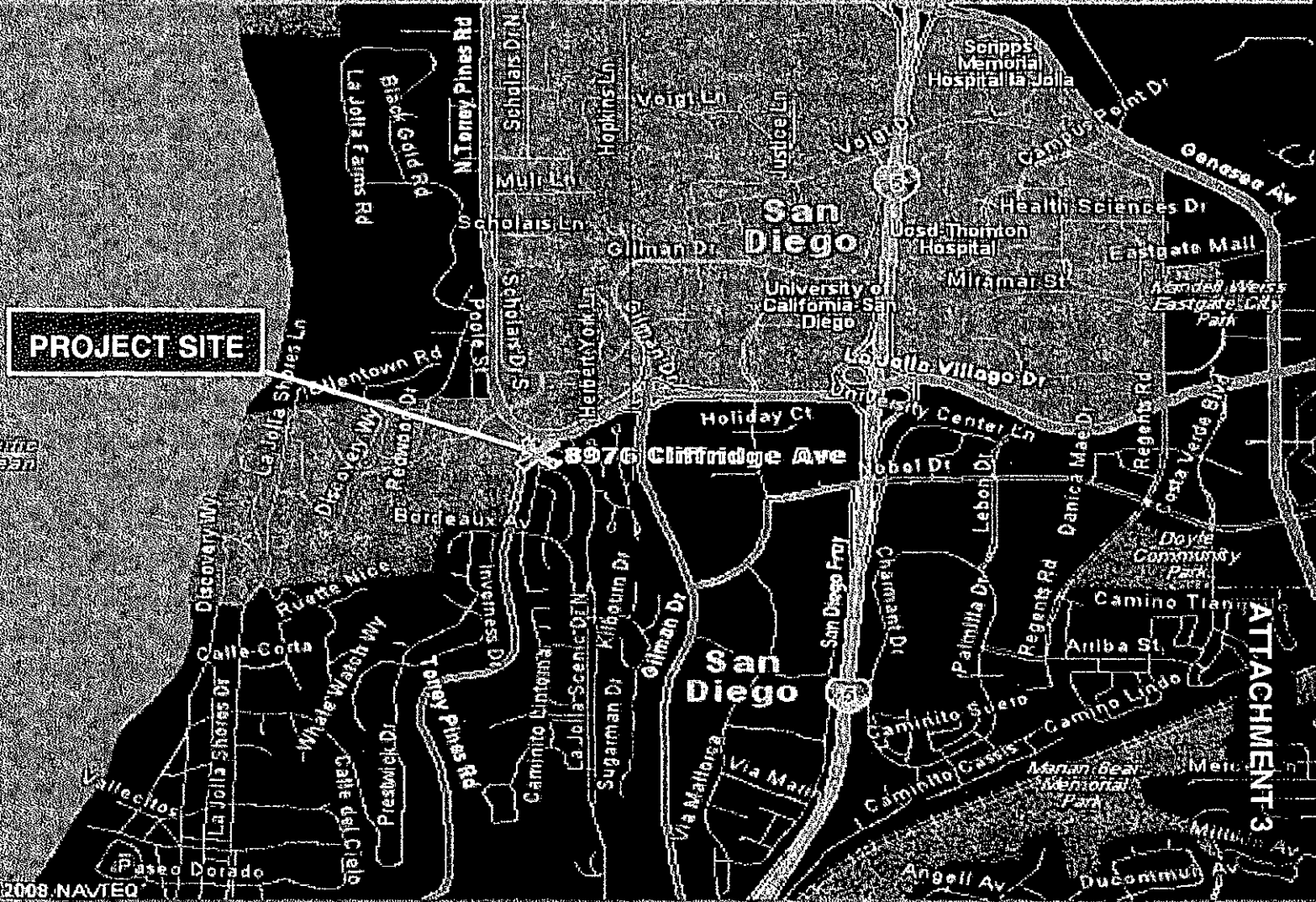
Community Land Use Map

La Jolla Community Plan  
City of San Diego - Planning Department

Figure 1

ATTACHMENT 2

# Development Services Department Project Management Division



Scale: 0 to 1.6 km / 0 to 1000 ft  
© 2008 Rand McNally © 2008 NAVTEQ

Project Location Map

ATTACHMENT 3



## Hillel of San Diego Student Center, Phase I

## ATTACHMENT 4

PROJECT DATA SHEET		
<b>PROJECT NAME:</b>	Hillel of San Diego Student Center (Phase I) – Project 149437	
<b>PROJECT DESCRIPTION:</b>	Continue use of an existing single dwelling for religious purposes until Phase II is occupied	
<b>COMMUNITY PLAN AREA:</b>	La Jolla	
<b>DISCRETIONARY ACTIONS:</b>	Site Development Permit, Easement Dedication, and Public Right-of-Way Vacation	
<b>COMMUNITY PLAN LAND USE DESIGNATION:</b>	Low Density Residential (5-9 du/ac)	
<b><u>ZONING INFORMATION:</u></b> <b>ZONE:</b> SF (Single Family) in the La Jolla Shores Planned District. Permits single unit residential, churches, temples and buildings used for religious purposes <b>HEIGHT LIMIT:</b> 30 feet <b>LOT SIZE:</b> Any size legal lot <b>FLOOR AREA RATIO:</b> NA <b>FRONT SETBACK:</b> General conformity <b>SIDE SETBACK:</b> General conformity <b>STREETSIDE SETBACK:</b> General conformity <b>REAR SETBACK:</b> General conformity <b>PARKING:</b> 6 parking spaces required, 6 parking spaces proposed.		
<b>ADJACENT PROPERTIES:</b>	<b>LAND USE DESIGNATION &amp; ZONE</b>	<b>EXISTING LAND USE</b>
<b>NORTH:</b>	Public Facilities/Institutional & RS-1-7 across street	University Campus
<b>SOUTH:</b>	Low Density Residential & SF	Single Detached Dwellings
<b>EAST:</b>	Low Density Residential & SF	Single Attached Dwellings
<b>WEST:</b>	Public Facilities/Institutional & RS-1-7 across street	Vacant
<b>DEVIATIONS OR VARIANCES REQUESTED:</b>	Minimum width of a non-residential driveway. See Permit for more detail.	
<b>COMMUNITY PLANNING GROUP RECOMMENDATION:</b>	- On September 4, 2008, the La Jolla Community Planning Association voted 14-0-0 to Deny. - On September 16, 2008, the La Jolla Shores Planned District Advisory Board voted 4-0 to Deny.	

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## Hillel of San Diego Student Center, Phase II

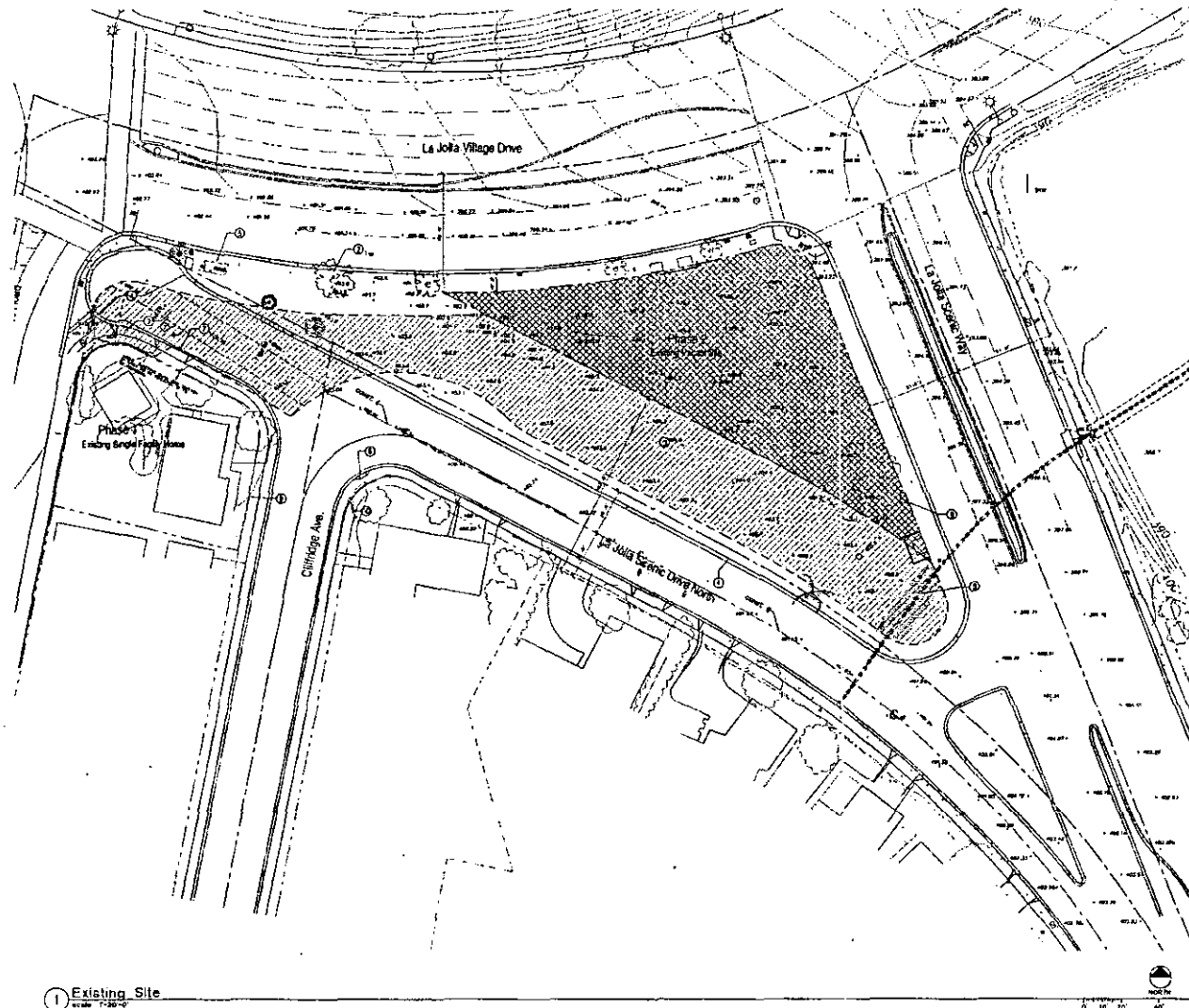
## ATTACHMENT 4

PROJECT DATA SHEET		
PROJECT NAME:	Hillel of San Diego Student Center (Phase II) – Project 149437	
PROJECT DESCRIPTION:	Construction of a 12,100 square foot religious student center over a 17,000 square foot subterranean parking garage	
COMMUNITY PLAN AREA:	La Jolla	
DISCRETIONARY ACTIONS:	Site Development Permit, Easement Dedication, and Public Right-of-Way Vacation	
COMMUNITY PLAN LAND USE DESIGNATION:	Low Density Residential (5-9 du/ac)	
<b>ZONING INFORMATION:</b> ZONE: SF (Single Family) in the La Jolla Shores Planned District. Permits single unit residential, churches, temples and buildings used for religious purposes HEIGHT LIMIT: 30 feet LOT SIZE: Any size legal lot FLOOR AREA RATIO: NA FRONT SETBACK: General conformity SIDE SETBACK: General conformity STREETSIDE SETBACK: General conformity REAR SETBACK: General conformity PARKING: 68 parking spaces required, 68 parking spaces proposed		
ADJACENT PROPERTIES:	LAND USE DESIGNATION & ZONE	EXISTING LAND USE
NORTH:	Public Facilities/Institutional & RS-1-7 across street	University Campus
SOUTH:	Low Density Residential & SF	Single Detached Dwellings
EAST:	Low Density Residential & SF	Single Attached Dwellings
WEST:	Public Facilities/Institutional & RS-1-7 across street	Vacant
DEVIATIONS OR VARIANCES REQUESTED:	Minimum width of a non-residential driveway. See Permit for more detail.	
COMMUNITY PLANNING GROUP RECOMMENDATION:	- On September 4, 2008, the La Jolla Community Planning Association voted 14-0-0 to Deny. - On September 16, 2008, the La Jolla Shores Planned District Advisory Board voted 4-0 to Deny.	

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The parcel of land is located in an area identified as the La Jolla Shores Planned District in the La Jolla Community Plan (LJCP). It is formerly city land, and the city has subsequently sold the land to Hill of San Diego pursuant to CR1 Council Resolution R-351433. The land is designated for residential land use in the La Jolla Community Plan, and in the La Jolla Shores Planned District. Churches, temples, or buildings of a permanent nature, used primarily for religious purposes, are consistent with this classification.



- Hill of San Diego
- Street Vacation
- Right of Way Dedication
- La Jolla Shores Site Development Permit for Sustainable Building Development with Deviations from Development Regulations
- Change of Occupancy Permit
- Sustainable Expedite Program

Project/Sheet Details
1. Existing Site to be improved
2. Right of Way Dedication
3. Right of Way Dedication
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100. Right of Way Dedication



**Hill of San Diego**  
San Diego, California

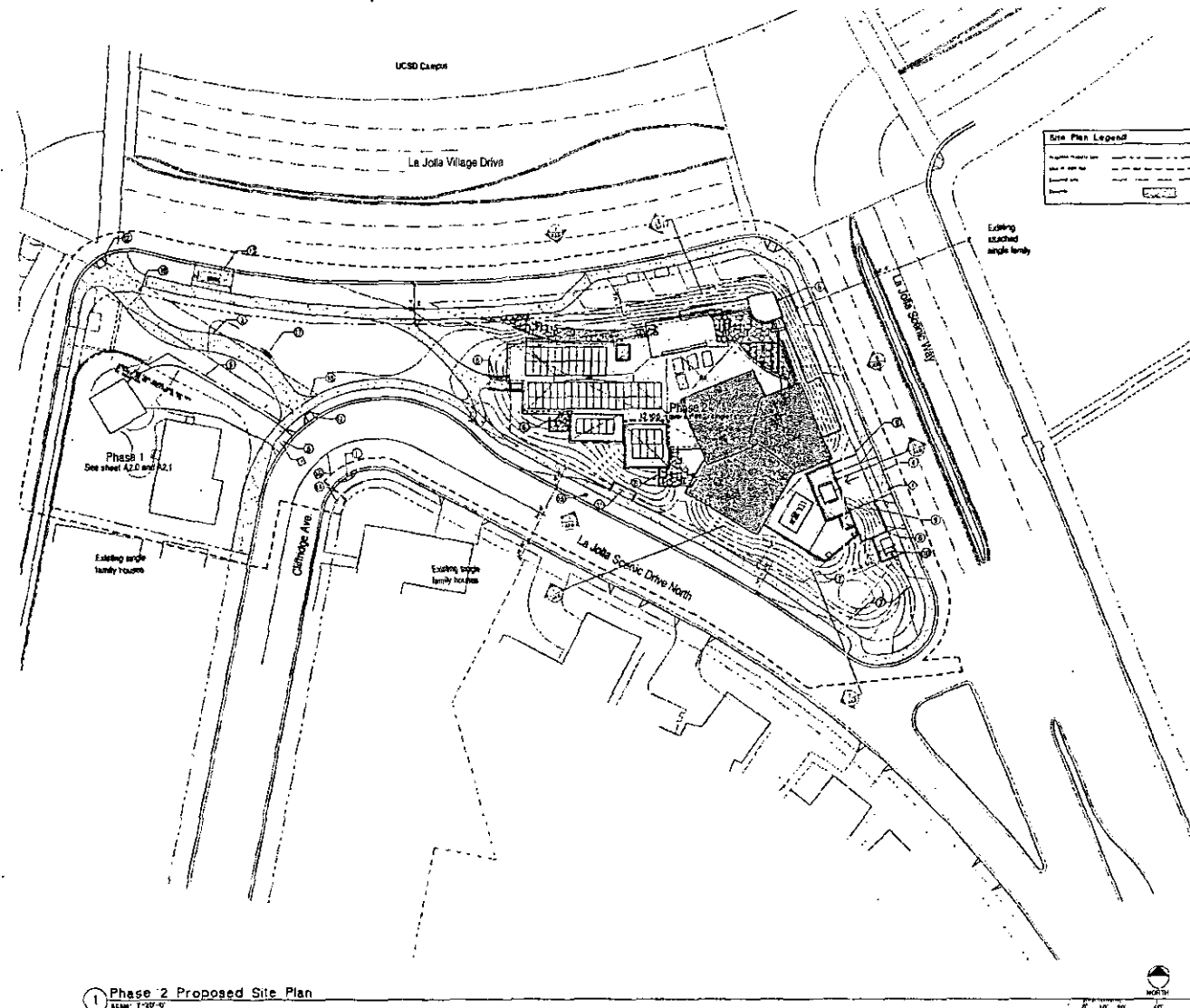
**Phase 1**  
1075 Carriage Avenue  
La Jolla, California 92037

**Phase 2**  
Vacation of La Jolla Village Drive  
and La Jolla Village Drive  
La Jolla, California 92037

A10



002721



# Hillel of San Diego

- Street Vacation
- Right of Way Dedication
- La Jolla Shores Site Development Permit for Sustainable Building Development with Deviations from Development Regulations
- Change of Occupancy Permit
- Sustainable Expedite Program

Site Plan Legend

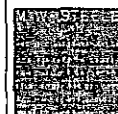
1. Existing Building	2. New Building
3. Existing Parking	4. New Parking
5. Existing Landscape	6. New Landscape
7. Existing Street	8. New Street
9. Existing Right of Way	10. New Right of Way

Site Plan Notes

1. All new buildings shall be constructed in accordance with the City of San Diego Building Code, 2006 Edition, as amended.	11. All new buildings shall be constructed in accordance with the City of San Diego Building Code, 2006 Edition, as amended.
2. All new buildings shall be constructed in accordance with the City of San Diego Building Code, 2006 Edition, as amended.	12. All new buildings shall be constructed in accordance with the City of San Diego Building Code, 2006 Edition, as amended.
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Notes

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20. All new buildings shall be constructed in accordance with the City of San Diego Building Code, 2006 Edition, as amended.



Right of Way Dedication  
La Jolla Shores Site Development Permit by  
Sustainable Building Development with  
Deviations from Development Regulations  
Change of Occupancy Permit  
Sustainable Expedite Program

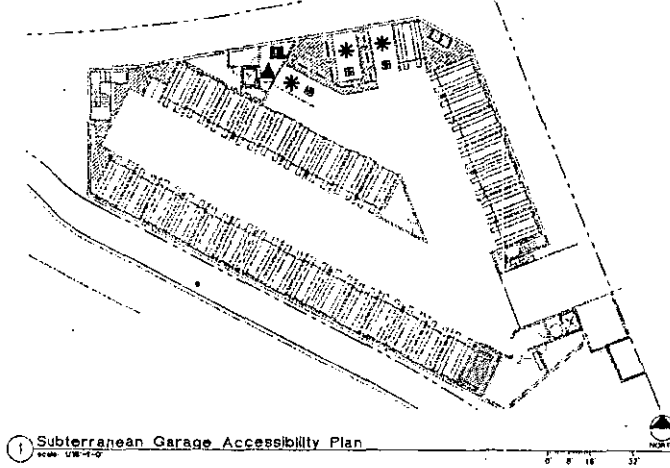
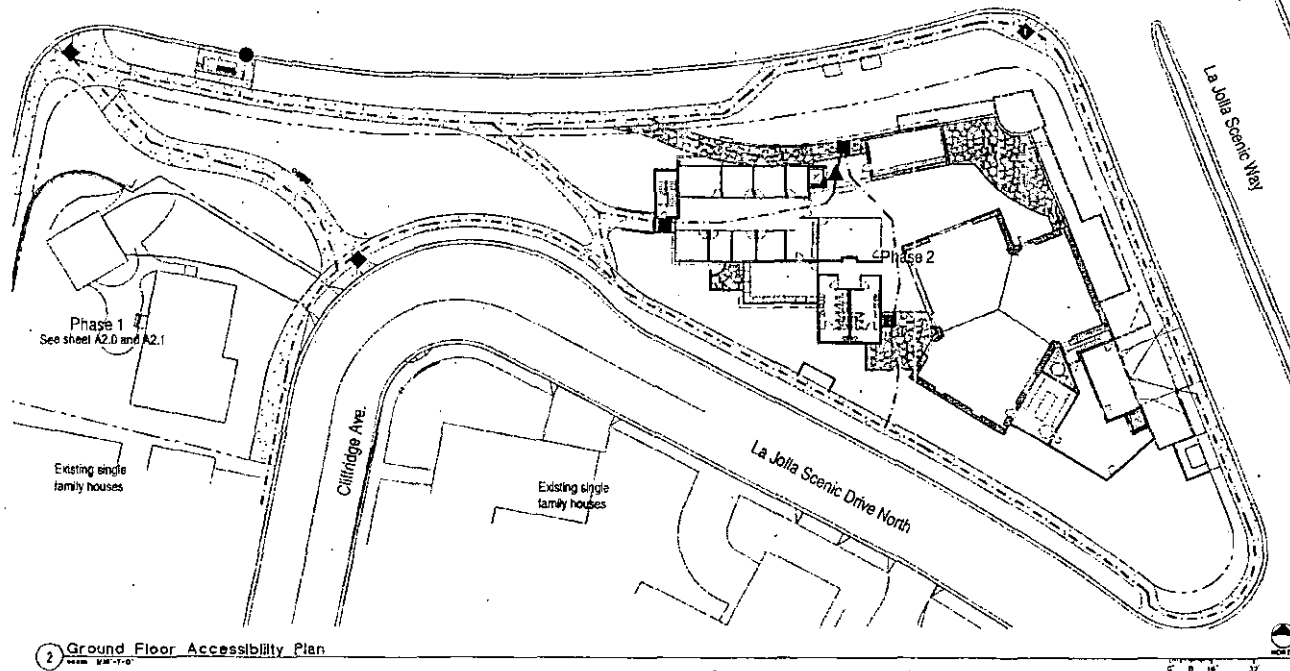
Hillel  
of San Diego  
San Diego, California

Phase 1  
8775 Calridge Avenue  
La Jolla, California 92037

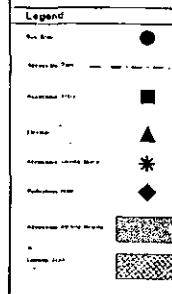
Phase 2  
Intersection of La Jolla Scenic Way,  
La Jolla Village Drive  
and La Jolla Scenic Drive  
La Jolla, California 92037

Phase 2  
Proposed Site Plan

A1.2



- Hillside of San Diego ATTACHMENT 5
- Street Vacation
  - Right of Way Dedication
  - La Jolla Shores Site Development Permit for Sustainable Building Development with Deviations from Development Regulations
  - Change of Occupancy Permit
  - Sustainable Expedite Program



Street Vacation  
Right of Way Dedication  
La Jolla Shores Site Development Permit for Sustainable Building Development with Deviations from Development Regulations  
Change of Occupancy Permit  
Sustainable Expedite Program

Hillside of San Diego  
San Diego, California

Phase 1:  
8876 Cliffridge Avenue  
La Jolla, California 92037

Phase 2:  
Intersection of La Jolla Scenic Way,  
La Jolla Village Drive  
and La Jolla Scenic Drive  
La Jolla, California 92037

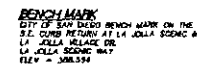
Phase 2:  
Accessibility Plan

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002722

ATTACHMENT 5

- Street Vacation
- Right of Way Dedication
- La Jolla Shores Site Development Permit for Sustainable Building Development with Deviations from Development Regulations
- Change of Occupancy Permit
- Sustainable Expedite Program



TOPOGRAPHIC SOURCE  
INFORMATION PROVIDED BY HASLAND ENGINEERING  
- FIELD SURVEY MARCH 03, 2003 -

NOTE  
BUREAU WILL BE PRIVATELY OWNED AND MAINTAINED. PLEASE SEE  
PAGE 4

Street Vacation  
Right of Way Dedication  
La Jolla Shores Site Development Permit for  
Sustainable Building Development with  
Deviations from Development Regulations  
Change of Occupancy Permit  
Sustainable Expedite Program

Printed Order 675  
Original Date January 21, 1900  
Name  
Address

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Hillel  
of San Diego  
San Diego, California

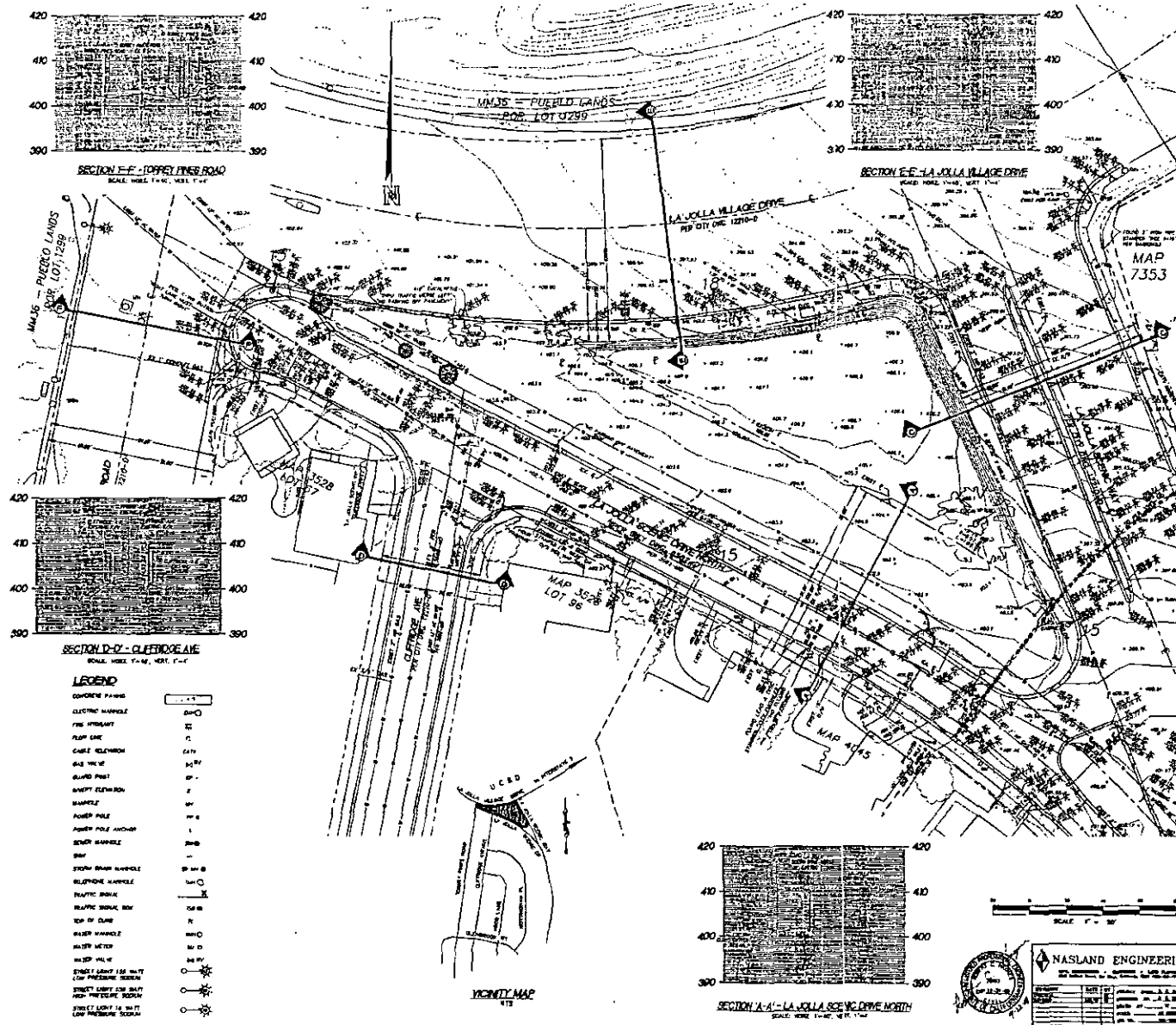
Phone 1:  
8976 Cliffridge Avenue  
La Jolla, California 92037

EXISTING TOPOGRAPHY  
EXISTING CONDITIONS

Phase 2:  
Intersection of La Jolla Scenic Way,  
La Jolla Village Drive  
and La Jolla Scenic Drive  
La Jolla, California 92037

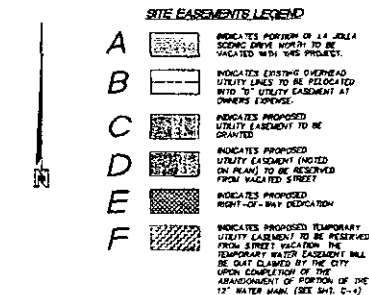
C1.0

ATTACHMENT 6



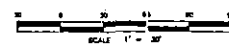
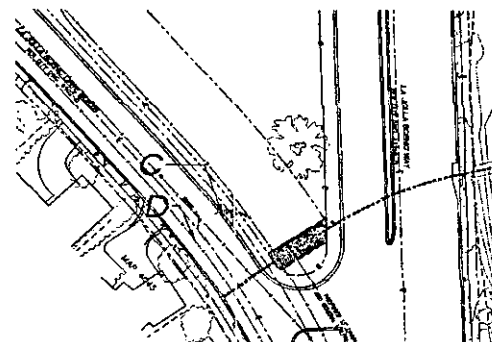


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\* LOT CONSIDERATION PARCEL MAP NEW STREET MACHINES, RECREATION, AND  
ENTERTAINMENT, BE PREPARED

**NOTE:** FOR BOUNDARY DIMENSIONS AND LIMITS OF ADJUTANT'S RELINQUISHMENT OF ACCESS RIGHTS, SEE SHEET #8

[illegible]

Project Number 0735  
 Report Date January 21, 2007  
 Title

[illegible]

PROPOSED STREET VACATION  
STREET AND UTILITY EASEMENTS  
DEDICATION

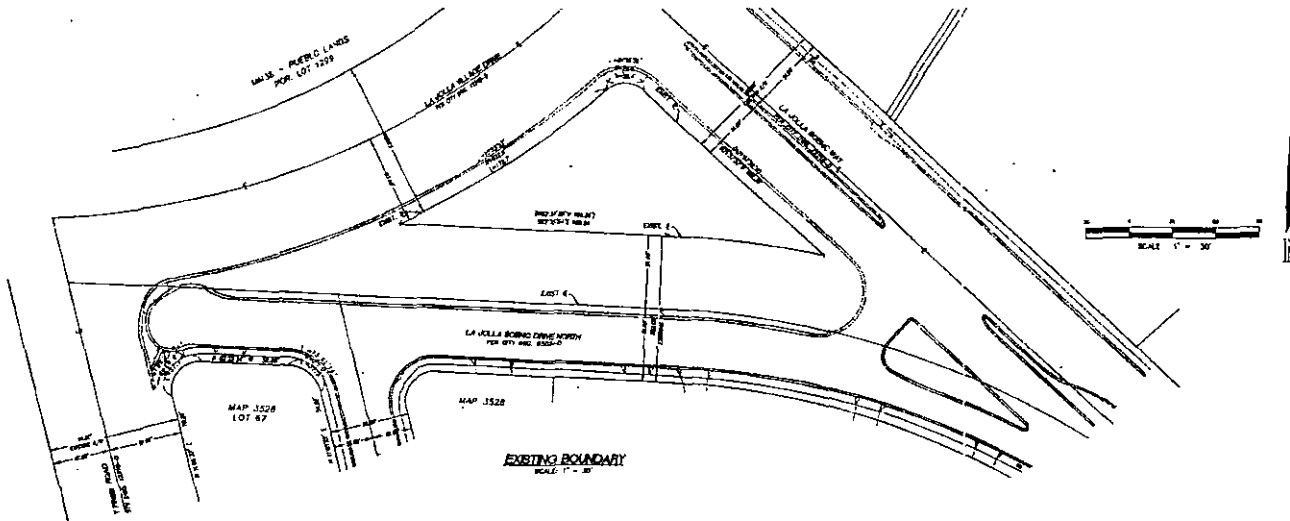
Phase 2:  
Intersection of La Jolla Scenic Way,  
La Jolla Village Drive  
and La Jolla Scenic Drive  
La Jolla, California 92037

C2.0

# Hillel of San Diego ATTACHMENT 6

- Street Vacation
- Right of Way Dedication
- La Jolla Shores Site Development Permit for Sustainable Building Development with Deviations from Development Regulations
- Change of Occupancy Permit
- Sustainable Expedite Program

C02725

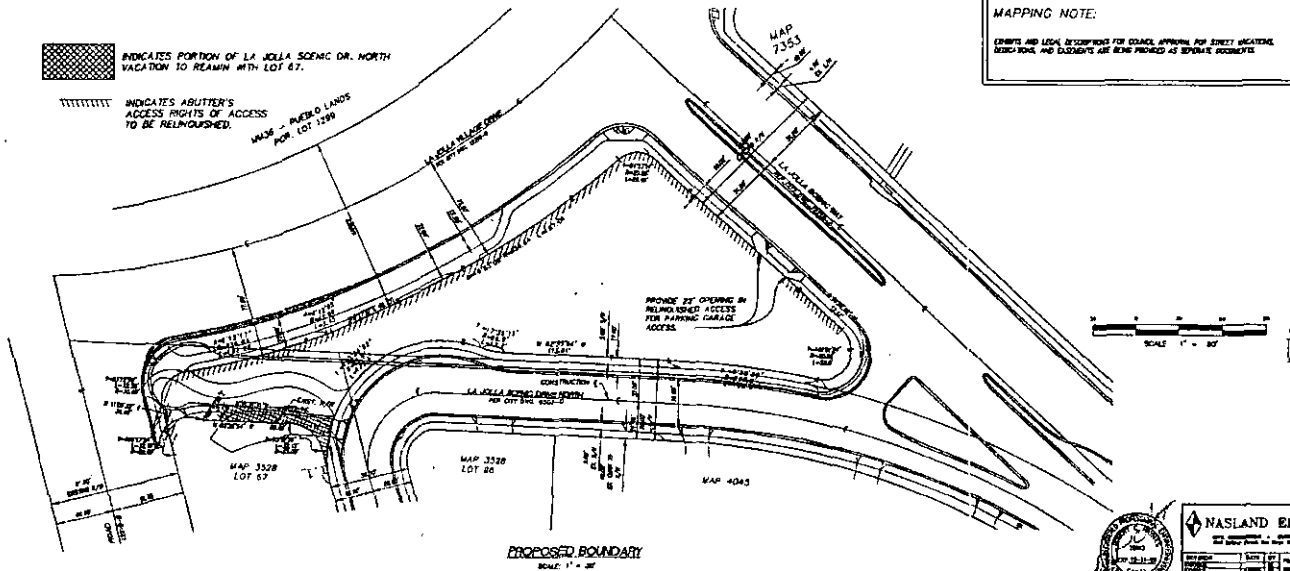


INDICATES PORTION OF LA JOLLA SCENIC DR. NORTH VACATION TO REMAIN WITH LOT 67.

INDICATES ADJUTER'S ACCESS RIGHTS OF ACCESS TO BE RELINQUISHED.

## MAPPING NOTE:

EXISTING AND LEGAL DESCRIPTIONS FOR CORNER APPROVAL, FOR STREET VACATION, SECTION 304, AND ELEMENTS ARE BEING PROVIDED AS SEPARATE DOCUMENTS.



\*Note:  
Prior to the February 24, 2004 resubmission,  
8976 Cliffridge Avenue had been submitted  
with the following revision schedule:

Revision	Description	Date
1	Street Vacation	07/10
2	Right of Way Dedication	07/10
3	La Jolla Shores Site Development Permit for Sustainable Building Development with Deviations from Development Regulations	07/10
4	Change of Occupancy Permit	07/10
5	Sustainable Expedite Program	07/10
6	Final	07/10

Hillel  
of San Diego  
San Diego, California

Phase 1:  
8976 Cliffridge Avenue  
La Jolla, California 92037

Phase 2:  
Intersection of La Jolla Scenic Way,  
La Jolla Village Drive  
and La Jolla Scenic Drive  
La Jolla, California 92037

C3.0

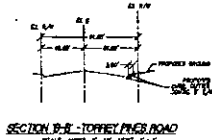
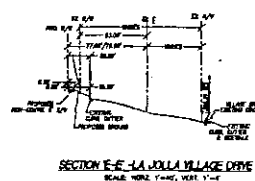
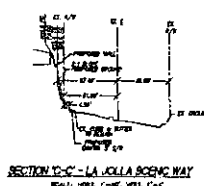
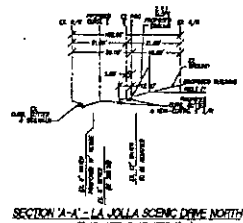
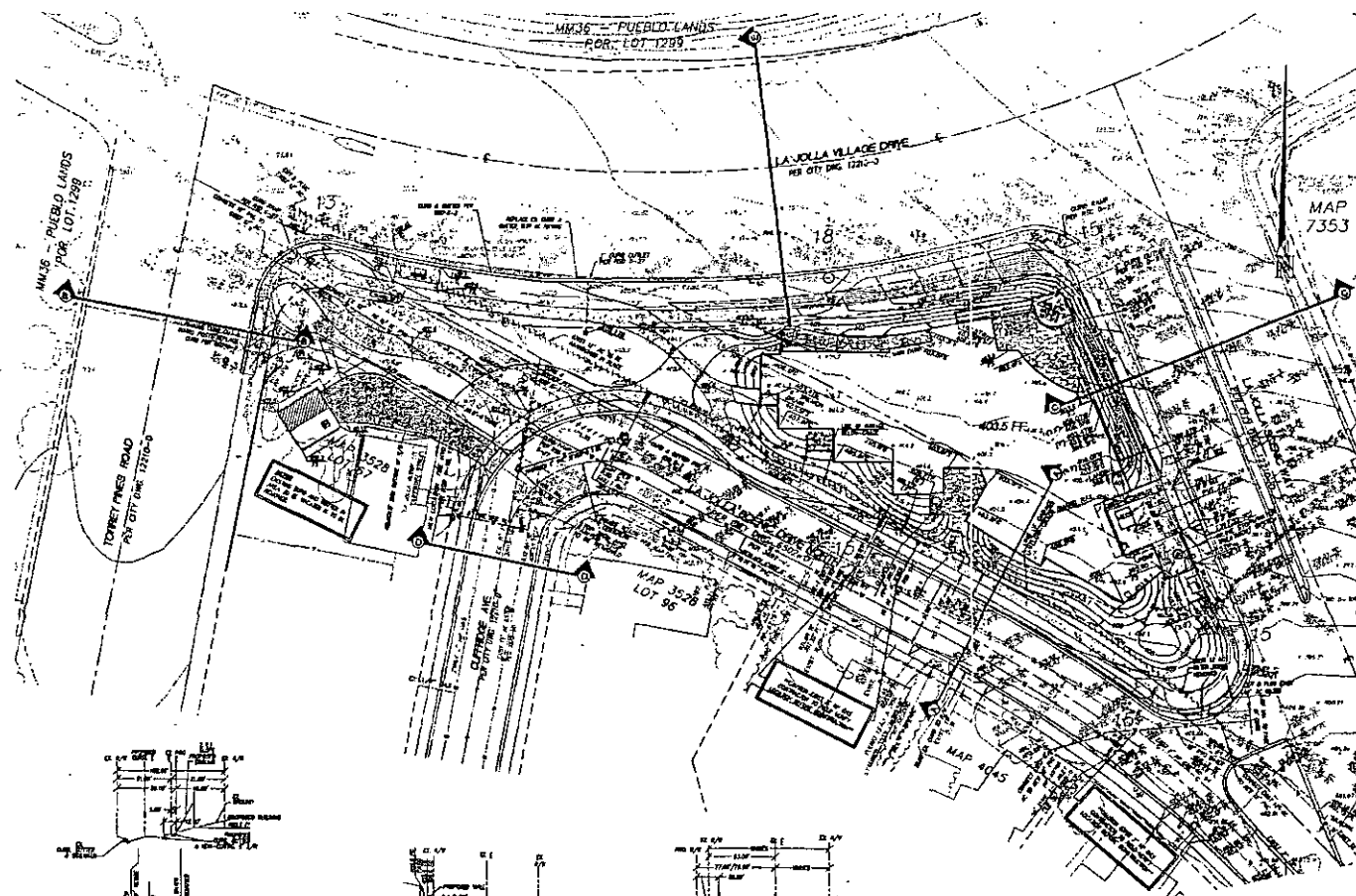


NANLAND ENGINEERING	
PROJECT: HILLEL OF SAN DIEGO	DATE: 07/10
DRAWN BY: J. ALBERT	CHECKED BY: J. ALBERT
SCALE: 1" = 30'	DATE: 07/10

C02726

Hillel of San Diego

- Street Vacation
- Right of Way Dedication
- La Jolla Shores Site Development Permit for Sustainable Building Development with Deviations from Development Regulations
- Change of Occupancy Permit
- Sustainable Expedite Program



**LEGEND**

PROPERTY LINE	PROPOSED TRENCH GRADE (PAVEMENT BASE GRADE)
CEMENT LINE	SEWER SERVICE LATERAL
RIGHT-OF-WAY LINE	SEWER CLEANOUT
PROPOSED GRADE CONTOUR	WATER SERVICE LATERAL
TOP OF WALL	WATER SERVICE LATERAL
EXPOSED WALL HEIGHT	WATER SERVICE LATERAL
RETAINING WALL	WATER SERVICE LATERAL
PRIVATE STONE DRAIN	PROPOSED SIDEWALK
PRIVATE STONE DRAIN PILE	PROPOSED PEDESTRIAN BRIDGE
PRIVATE STONE DRAIN CLEANOUT	
PRIVATE STONE DRAIN CLEANOUT	



**NASLAND ENGINEERING**  
 1000 S. D. AVENUE  
 SUITE 100  
 SAN DIEGO, CA 92108  
 (619) 594-1100  
 FAX (619) 594-1101  
 WWW.NASLANDENGINEERING.COM

Phase 1:  
 8576 Cliffridge Avenue  
 La Jolla, California 92037

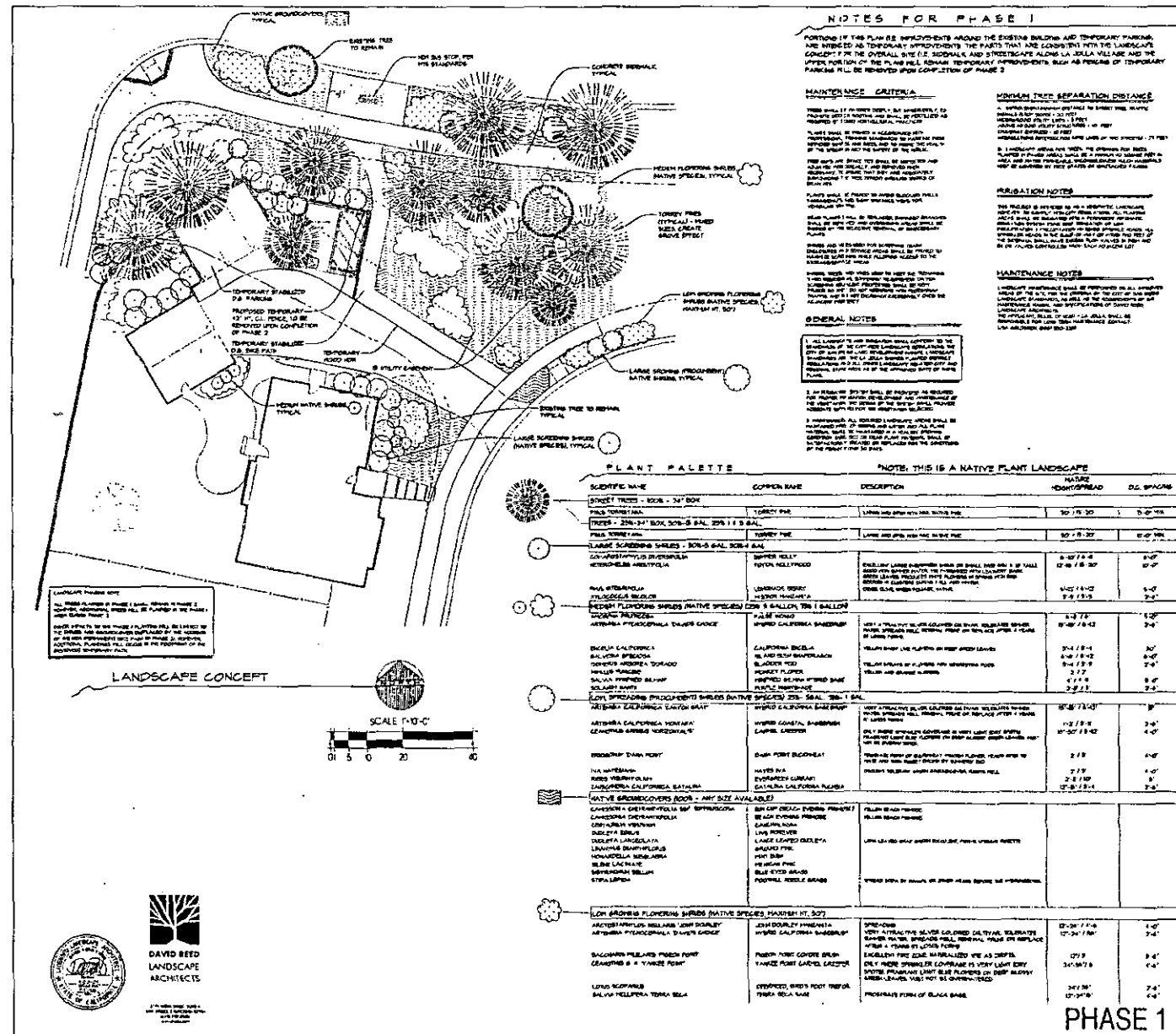
Phase 2:  
 Intersection of La Jolla Scenic Way,  
 La Jolla Village Drive  
 and La Jolla Scenic Drive  
 La Jolla, California 92037

**CONCEPTUAL GRADING PLAN**

**C4.0**

DATE: 11/11/09  
 DRAWN BY: J. A. JENSEN  
 CHECKED BY: J. A. JENSEN  
 SCALE: AS SHOWN  
 SHEET NO. 10 OF 10

- Street Vacation
- Right of Way Dedication
- La Jolla Shores Site Development Permit for Sustainable Building Development with Deviations from Development Regulations
- Change of Occupancy Permit
- Sustainable Expedite Program





Phase 1:  
8878 Channing Avenue  
La Jolla, California 92037

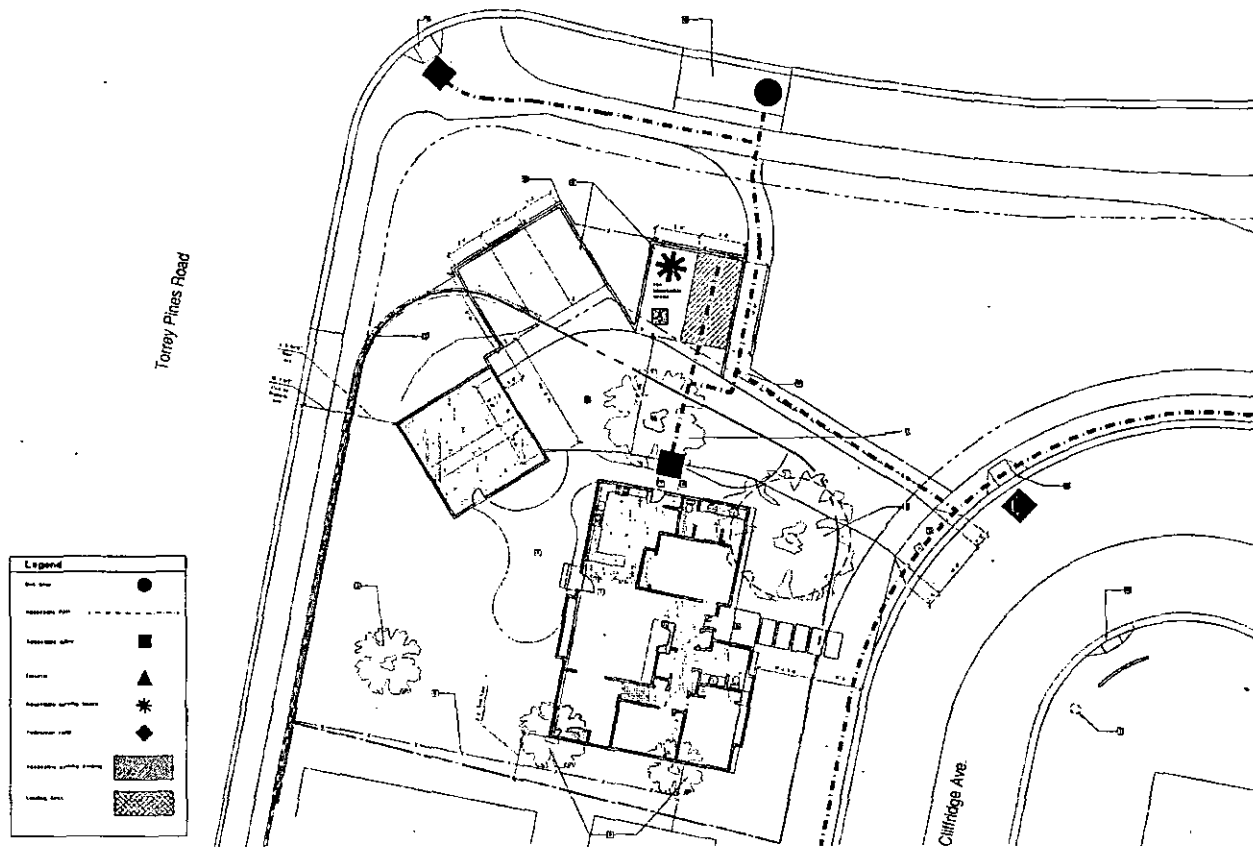
Phase 2:  
Intersection of La Jolla Scenic Way  
La Jolla Village Drive  
and La Jolla Scenic Drive  
La Jolla, California 92037

LANDSCAPE AREA DIAGRAM, PHASE 2

## PHASE 2



002730



Legend	
Site Area	●
Proposed Road	—
Proposed Path	—
Proposed Lot	▲
Proposed Building Footprint	★
Proposed Lot	◆
Proposed Parking Area	▨
Existing Area	▩

**Phase 1: Parking Alternative 1: Temporary Parking until Phase 2 complete**

**Notes:**

**Parking Alternative 1:** Provide 6 parking spaces in the abandoned cul-de-sac. This alternative involves the construction of a temporary sidewalk and parking improvements in the abandoned cul-de-sac of way. If the street vacation is approved as part of the Site EIS Project, this alternative assumes that Hillel's application for the Site EIS Site Development Permit and application for street vacation will be approved.

**Parking Alternative 2:** This alternative provides for satisfying the parking requirements on site. This alternative provides for demolition of the existing garage at the House and construction of 8 parking spaces on the site of the House Project as depicted on site plan Sheet A2.1, submitted herewith. We would propose that this alternative be required only if the Site EIS application and corresponding street vacation is denied.

- Hillel of San Diego
- Street Vacation
  - Right of Way Dedication
  - La Jolla Shores Site Development Permit for Sustainable Building Development with Deviations from Development Regulations
  - Change of Occupancy Permit
  - Sustainable Expedite Program

Site Plan Notes	
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100	Existing map for the site


**City of San Diego**  
San Diego, California

**Phase 1:**  
8771 Cliffridge Avenue  
La Jolla, California 92037

**Phase 2:**  
Intersection of La Jolla Village Drive  
and La Jolla Village Drive  
La Jolla, California 92037

**Phase 1:**  
Alternative "Y"  
Parking Plan

**A2.0**



**Paving Alternative 1:** Provide 6 parking spaces in the abandoned out-lot. This alternative involves the construction of a temporary easement and paving improvements in the abandoned lot on a bi-annual basis. If the street vacation is approved as part of the Site 653 Project, this alternative assures that future application for the Site 653 Site Development Permit and application for street vacation will be approved.

**Parking Alternative 2:** This alternative provides for resurfacing the parking requirements on site. This alternative provides for demolition of the existing garage at the House and construction of 6 parking spaces on the site of the House Project as depicted on site plan Sheet A2.1, submitted herewith. We would propose that this alternative be required if the Site 653 application and corresponding street vacation is denied.

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## Site Sign notes

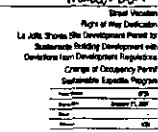
1. Entering Digo
2. Entering Digo and
3. Entering edge of reservoir
4. Entering gorge in the downstream
5. Entering creek valley
6. Ent Digo at 0' - 0' + 0'
7. Into Digo valley passing up
8. Entering Digo just before Reservoir
9. Near Gorge/Reservoir
10. Near back end
11. "Abandoned" pools and valley
12. Entering the small wet meadow
13. Near paddocks/river
14. Entering small ridge to reservoir

309 Chris Linton

Photo 1: Looking upstream, 1/2 mile from the entrance to the Digo  
 0' 1/2 mile from the entrance. (Photo 1) = 0' 1/2 mile from the entrance

Photo 2: Looking upstream, 1/2 mile from the entrance to the Digo  
 0' 1/2 mile from the entrance. (Photo 2) = 0' 1/2 mile from the entrance

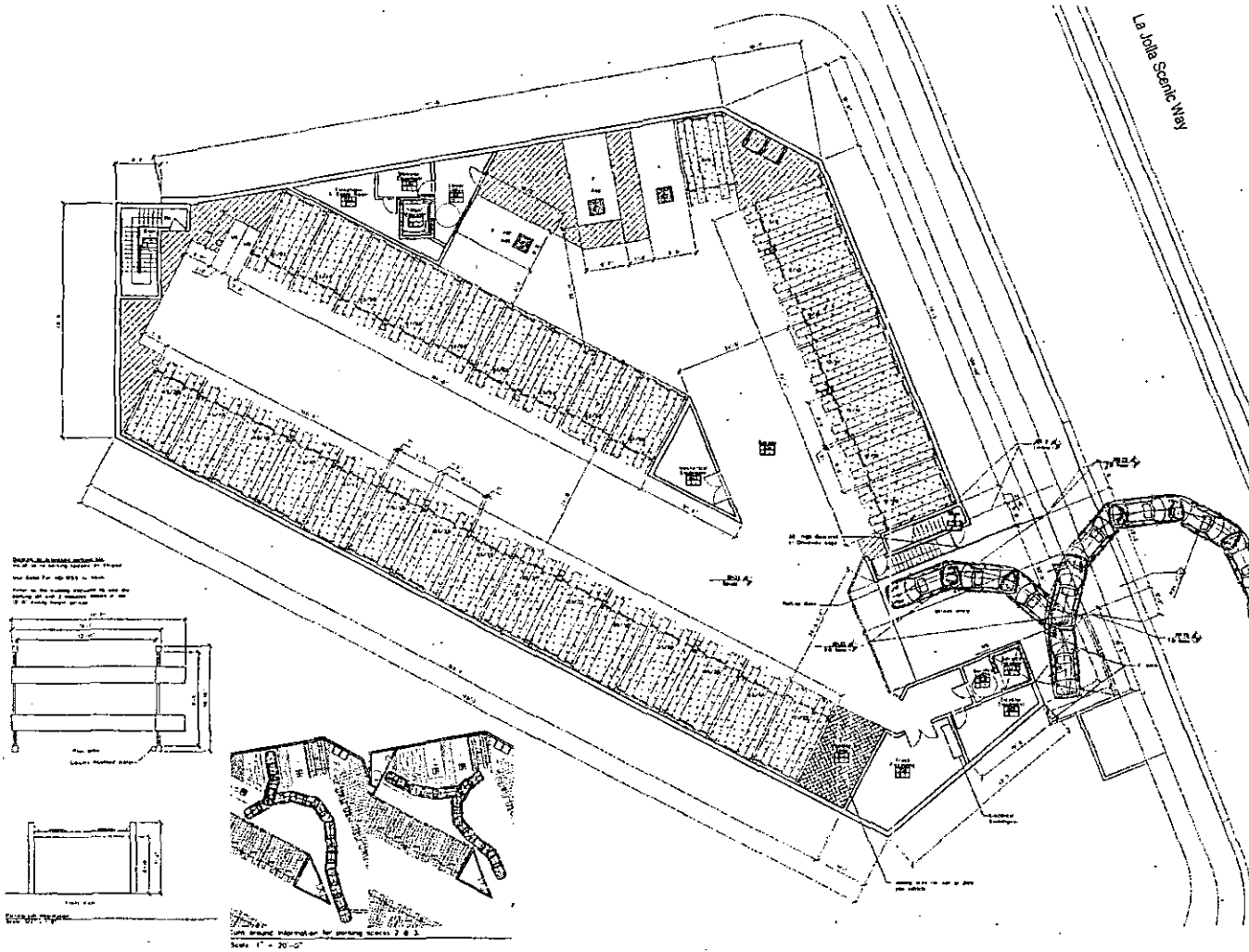
Photo 3: Looking upstream, 1/2 mile from the entrance to the Digo  
 0' 1/2 mile from the entrance. (Photo 3) = 0' 1/2 mile from the entrance



Phase 2:  
Intersection of La Jolla Scenic Way,  
La Jolla Village Drive  
and La Jolla Scenic Drive  
La Jolla, California 92037

## A2.1





① Phase 2 Proposed Subterranean Parking Garage  
Scale: 1" = 20'-0"

# Hillel of San Diego

- Street Vacation
- Right of Way Dedication
- La Jolla Shores Site Development Permit for Sustainable Building Development with Deviations from Development Regulations
- Change of Occupancy Permit
- Sustainable Expedite Program

SFP Documents	
Phase 1: Street Vacation	1/1/08
Phase 2: Right of Way Dedication	1/1/08
Phase 3: Sustainable Building Development Permit	1/1/08
Phase 4: Change of Occupancy Permit	1/1/08
Phase 5: Sustainable Expedite Program	1/1/08
Garage Areas	
Garage Area	11,171 sq. ft.
Garage Area	11,171 sq. ft.
Garage Area	11,171 sq. ft.
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Garage Area	11,171 sq. ft.



Street Vacation  
Right of Way Dedication  
La Jolla Shores Site Development Permit for Sustainable Building Development with Deviations from Development Regulations  
Change of Occupancy Permit  
Sustainable Expedite Program



Hillel  
of San Diego  
San Diego, California

Phase 1:  
8778 Camino Avenue  
La Jolla, California 92037

Phase 2:  
Intersection of La Jolla Village Drive  
and La Jolla Village Drive  
La Jolla, California 92037

Project Name	8778 Camino Avenue
Project Number	11,171
Project Date	1/1/08
Project Status	11,171
Project Type	11,171
Project Location	11,171
Project Owner	11,171
Project Designer	11,171
Project Engineer	11,171
Project Architect	11,171
Project Contractor	11,171

Phase 1: Construction  
Phase 2: Subterranean Parking Garage

A2.2



- Street Vacation
- Right of Way Dedication
- La Jolla Shores Site Development Permit for Sustainable Building Development with Deviations from Development Regulations
- Change of Occupancy Permit
- Sustainable Expedite Program

[illegible]

Street Vacates  
Right of Way Dedication  
La Jolla Growth Site Development Permit to  
Sustainable Building Development with  
Consistent Low Development Regulations  
Charge of Occupancy Permit  
Jumoke's Expedite Program

Request Number	072
Expedite	January 29, 2011
Issue	
Decision	072

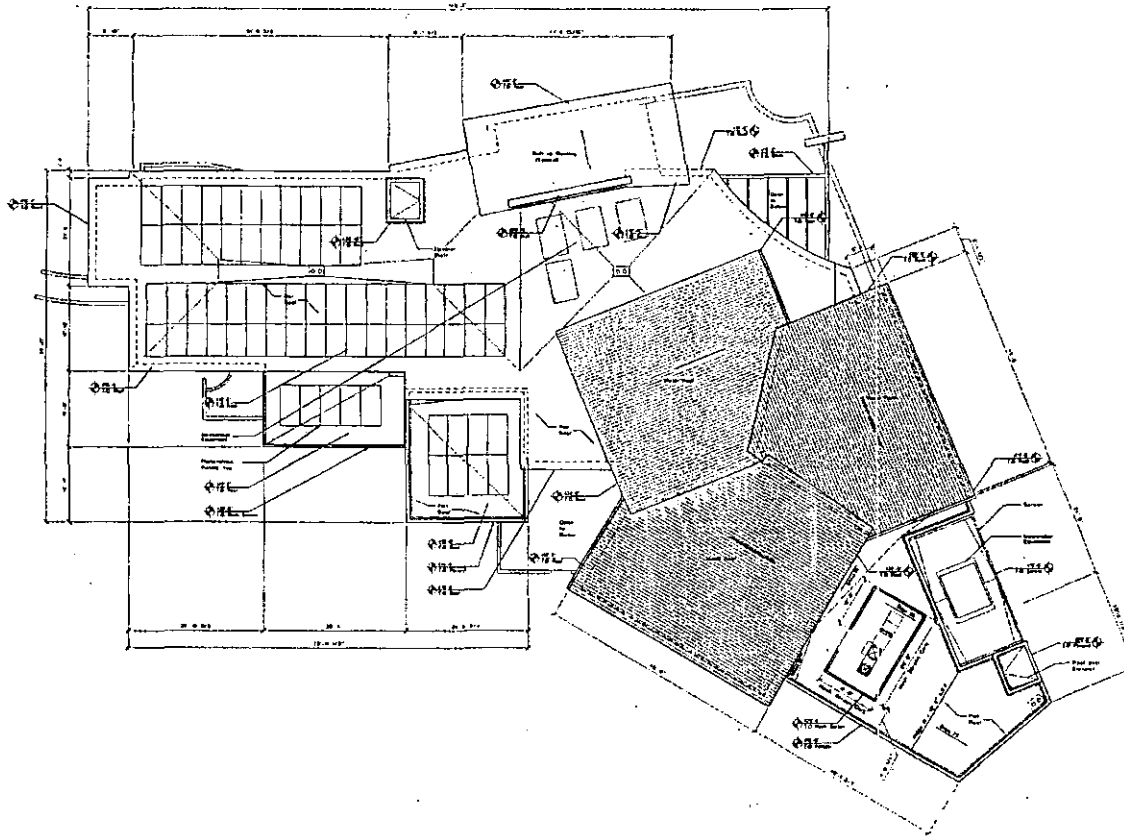
Hillel  
of San Diego  
San Diego, California

From J:  
2978 Clifbridge Avenue  
La Jolla, California 92037

Phase 2:  
Intersection of La Jolla Scenic Way  
La Jolla Village Drive  
and La Jolla Scenic Drive  
La Jolla, California 92037

### A2.3

002734



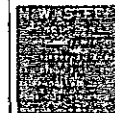
① Phase 2 Proposed Roof Plan  
Scale: 1/8" = 1'-0"

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- Hillel of San Diego
- Street Vacation
- Right of Way Dedication
- La Jolla Shores Site Development Permit for Sustainable Building Development with Deviations from Development Regulations
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Street Vacation  
Right of Way Dedication  
La Jolla Shores Site Development Permit for Sustainable Building Development with Deviations from Development Regulations  
Change of Occupancy Permit  
Sustainable Expedite Program



Hillel  
of San Diego  
San Diego, California

Phase 1  
1076 Camino Avenue  
La Jolla, California 92037

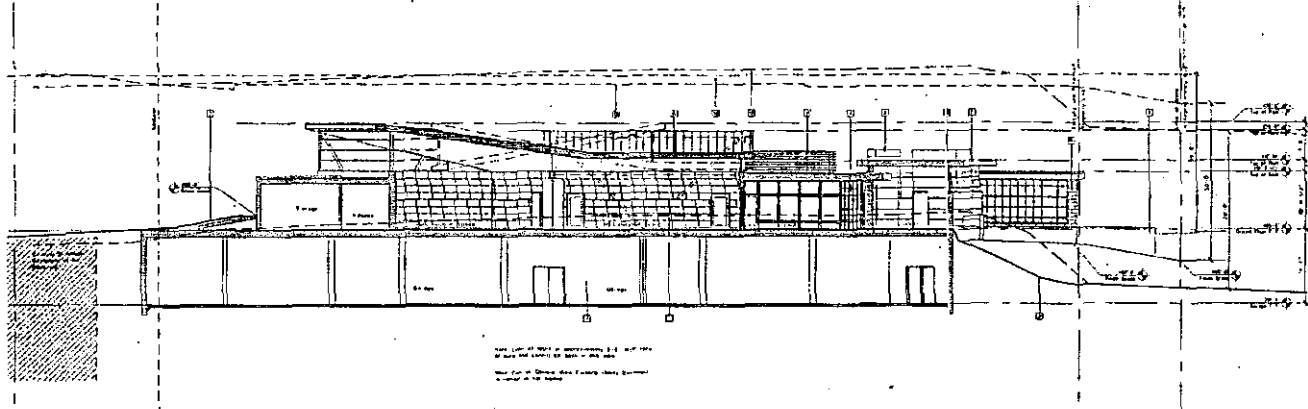
Phase 2  
Intersection of La Jolla Village Drive  
and La Jolla Village Drive  
La Jolla, California 92037

NOT FOR CONSTRUCTION  
Phase 2  
Proposed  
Roof Plan

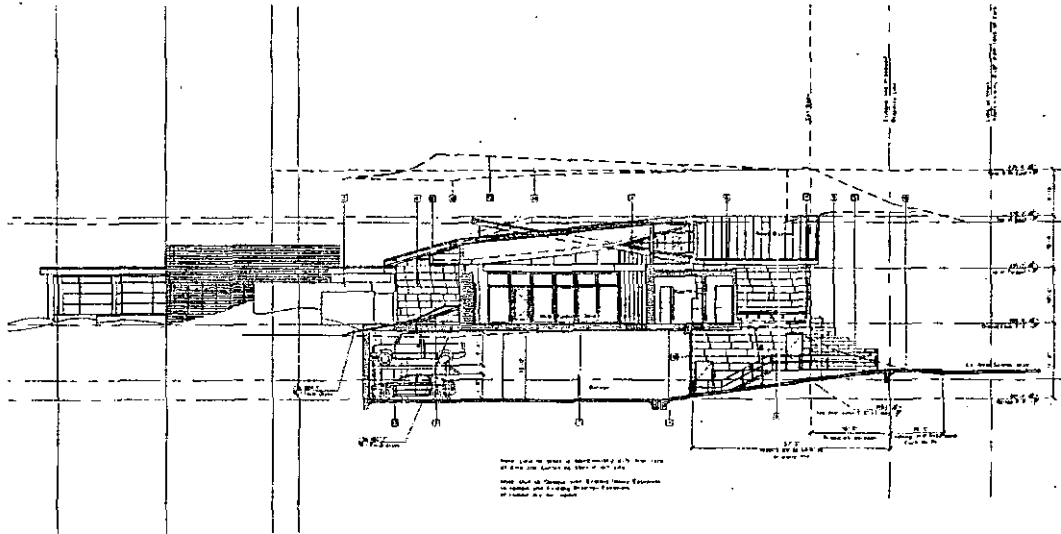
A2.4



002736



2 Proposed Section  
Scale: 1/8" = 1'-0"



1 Proposed Section  
Scale: 1/8" = 1'-0"

- Hillel of San Diego
- Street Vacation
- Right of Way Dedication
- La Jolla Shores Site Development Permit for Sustainable Building Development with Deviations from Development Regulations
- Change of Occupancy Permit
- Sustainable Expedite Program

Section Notes
1. Building shown on the site plan shall be constructed as shown.
2. Building shown on the site plan shall be constructed as shown.
3. Building shown on the site plan shall be constructed as shown.
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20. Building shown on the site plan shall be constructed as shown.



Street Vacation  
Right of Way Dedication  
La Jolla Shores Site Development Permit for Sustainable Building Development with Deviations from Development Regulations  
Change of Occupancy Permit  
Sustainable Expedite Program



Hillel  
of San Diego  
San Diego, California

Phase 1:  
8875 Chabre Avenue  
La Jolla, California 92037

Phase 2:  
Intersection of La Jolla Village Way,  
La Jolla Village Drive  
and La Jolla Village Drive  
La Jolla, California 92037

A4.0

002737

**DRAFT PUBLIC RIGHT-OF-WAY VACATION RESOLUTION**

**ATTACHMENT 9**

(R-2008-\_\_\_)

RESOLUTION NUMBER R-\_\_\_\_\_

ADOPTED ON \_\_\_\_\_

WHEREAS, California Streets and Highways Code section 8330 et seq. provides a procedure for the summary vacation of public street easements by City Council resolution where the easement is no longer required; and

WHEREAS, under Charter section 280(a)(2) this resolution is not subject to veto by the Mayor because this matter requires the City Council to act as a quasi-judicial body and where a public hearing was required by law implicating due process rights of individuals affected by the decision and where the Council was required by law to consider evidence at the hearing and to make legal findings based on the evidence presented; and

WHEREAS, the affected property owner has requested the vacation of a portion of La Jolla Scenic Drive North (Project No. 149437, Approval No. 527860), to unencumber this property as approved by Site Development Permit No. 527861; and

WHEREAS, as a part of this action the property owner is relinquishing abutter's rights on the south side of La Jolla Village Drive, between Torrey Pines Road to La Jolla Scenic Way, and on a portion of the west side of La Jolla Scenic Way, between La Jolla Scenic Drive North and La Jolla Village Drive, as shown on Drawing No. No. 00116-C, marked as Exhibit "B;" and

WHEREAS, the City Council finds that:

**DRAFT PUBLIC RIGHT-OF-WAY VACATION RESOLUTION****ATTACHMENT 9**

(a) there is no present or prospective public use for the public right-of-way, either for the facility for which it was originally acquired, or for any other public use of a like nature that can be anticipated;

(b) the public will benefit from the action through improved use of the land made available by the vacation;

(c) the vacation does not adversely affect any applicable land use plan or; and

(d) the public facility for which the public right-of-way was originally acquired will not be detrimentally affected by this vacation; NOW, THEREFORE,

BE IT RESOLVED, by the Council of the City of San Diego, as follows:

1. That the public right-of-way easement located within the La Jolla Community Plan area in connection with Site Development Permit No. 527861, as more particularly described in the legal description marked as Exhibit "A" and as shown on Drawing No. 00116-C, marked as Exhibit "B", and on file in the office of the City Clerk as Document No. RR-\_\_\_\_\_-1 is ordered vacated.

2. That said public right-of-way vacation is conditioned on the following, satisfactory to the City Engineer. In the event these conditions are not completed within three years following the adoption of this resolution, then this resolution shall become void and be of no further force or effect.

a. Prior to the recordation of the public right-of-way vacation, the Applicant shall cut, plug and abandon the existing public 12-inch water facilities within the La Jolla Scenic Drive North

**DRAFT PUBLIC RIGHT-OF-WAY VACATION RESOLUTION****ATTACHMENT 9**

right-of-way to be vacated, in a manner satisfactory to the Water Department Director and the City Engineer.

b. Prior to the recordation of the public right-of-way vacation, the Applicant shall assure, by permit and bond, the design and construction of new public 16-inch water facilities and the cut, plug and abandonment of the existing public 8-inch water facilities within the La Jolla Scenic Drive North right-of-way and appropriate water easement, from La Jolla Scenic Way to Torrey Pines Road, in a manner satisfactory to the Water Department Director and the City Engineer.

c. Prior to the recordation of the public right-of-way vacation, the Applicant shall assure, by permit and bond, the installation/replacement of fire hydrants at locations and in a manner satisfactory to the Fire Marshal, the Water Department Director and the City Engineer.

d. Prior to the recordation of the public right-of-way vacation, Applicant shall assure, by permit and bond, the reconnection all existing water services still in use to the new 16-inch facilities adjacent to the project site, in a manner satisfactory to the Water Department Director and the City Engineer.

e. The Applicant shall retain an acceptable water easement over the 16-inch water facilities within the vacated La Jolla Scenic Drive North right-of-way, from Cliffridge Avenue to Torrey Pines Road, for exclusive use of public water mains with no appurtenances, in a manner satisfactory to the Water Department Director and the City Engineer. The minimum easement width shall be 15-feet-wide.



**DRAFT PUBLIC RIGHT-OF-WAY VACATION RESOLUTION****ATTACHMENT 9**

f. The Applicant agrees to design and construct all required public water facilities in accordance with established criteria in the most current edition of the City of San Diego Water Facility Design Guidelines and City regulations, standards and practices pertaining thereto.

g. Prior to the recordation of the public right-of-way vacation, Applicant shall assure, by permit and bond, the design and construction of the realignment of the existing 8" public sewer main at the intersection of La Jolla Scenic Drive North and Cliffridge Avenue, satisfactory to the Director of Public Utilities.

h. Prior to the recordation of the public right-of-way vacation the Applicant agrees to relocate all San Diego Gas and Electric Facilities into a general utilities easement to be reserved from the portion of La Jolla Scenic Drive North to be vacated.

i. Prior to the recordation of the public right-of-way vacation the Applicant agrees to relocate all Time-Warner Facilities into a general utilities easement to be reserved from the portion of La Jolla Scenic Drive North to be vacated.

j. A public access easement to the satisfaction of the City Engineer linking La Jolla Scenic Drive North and Torrey Pines Road shall be retained in perpetuity for public pedestrian and bicycle access. The area shall not be gated or otherwise obstructed to prevent free movement and public access. In addition, the project shall incorporate signage which identifies this area as public access to the satisfaction of the Development Services Director.

3. That the Development Services Department shall cause a certified copy of this resolution, with attached exhibits, to be recorded in the office of the County Recorder.

002741

**DRAFT PUBLIC RIGHT-OF-WAY VACATION RESOLUTION**

**ATTACHMENT 9**

4. The City Engineer shall advise the City Clerk of the completion of the conditions listed in number 2 above. After completion of the conditions, the City Clerk shall cause a certified copy of this resolution, with attached legal description marked as Exhibit "A" and as shown on Drawing No. 00116-C, marked as Exhibit "B," attested by the City Engineer under seal to be recorded in the Office of the County Recorder.

APPROVED: MICHAEL AGUIRRE, City Attorney

By \_\_\_\_\_

Deputy City Attorney

Orig.Dept: DSD  
J.O. 43-0376  
Drawing No. \_\_\_\_\_-C  
R-2008-\_\_\_\_

EXHIBIT "A"  
LEGAL DESCRIPTION

STREET VACATION – LA JOLLA SCENIC DRIVE AND GENERAL UTILITY AND  
ACCESS EASEMENT RESERVED FROM STREET VACATION  
SOUTHEASTERLY OF TORREY PINES ROAD

STREET DEDICATION – LA JOLLA VILLAGE DRIVE SOUTHEASTERLY OF TORREY  
PINES ROAD AND EASEMENT DEDICATION

PARCEL 'A'

THAT PORTION OF LA JOLLA SCENIC DRIVE, DEDICATED FOR STREET PURPOSES  
BY RESOLUTION 150337, RECORDED OCTOBER 3, 1958 DOCUMENT NO. 163406 O.R.,  
TOGETHER WITH THAT PORTION OF LA JOLLA SCENIC DRIVE AND TORREY PINES  
ROAD BOTH DEDICATED PER LA JOLLA HIGHLANDS UNIT NO. 3, IN THE CITY OF  
SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO  
MAP THEREOF NO. 3528, FILED IN THE OFFICE OF THE COUNTY, OCTOBER 19, 1956.

VACATING THAT PORTION DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE SOUTHERLY RIGHT OF WAY LINE OF LA JOLLA  
VILLAGE DRIVE (FORMALLY MIRAMAR ROAD) DEDICATED FOR STREET  
PURPOSES BY RESOLUTION NO. 186827 RECORDED APRIL 5, 1966 DOCUMENT NO.  
56775 OF OFFICIAL RECORDS, SAID POINT ALSO BEING A POINT ON THE  
NORTHERLY RIGHT OF WAY LINE OF SAID LA JOLLA SCENIC DRIVE DEDICATED  
FOR STREET PURPOSES BY RESOLUTION 150337, RECORDED OCTOBER 3, 1958  
DOCUMENT NO. 163406 O.R.; THENCE SOUTHERLY ON THE NORTHERLY RIGHT OF  
WAY LINE OF SAID LA JOLLA SCENIC DRIVE, SOUTH 62°35'54" EAST, 24.94 FEET TO  
THE TRUE POINT OF BEGINNING; THENCE ALONG SAID NORTHERLY RIGHT OF  
WAY LINE SOUTH 62°35'54" EAST, 164.60 FEET TO THE BEGINNING OF A TANGENT  
651.00 FOOT RADIUS CURVE, CONCAVE SOUTHWESTERLY; THENCE ALONG THE  
ARC OF SAID CURVE WESTERLY AND SOUTHERLY THROUGH A CENTRAL ANGLE  
OF 09°16'03", AN ARC DISTANCE OF 105.30 FEET TO A POINT HEREIN DESCRIBED  
AS POINT 'A' ALSO BEING A POINT ON THE SOUTHWESTERLY RIGHT OF WAY  
LINE OF LA JOLLA SCENIC WAY DEDICATED PER RESOLUTION 150337, RECORDED  
OCTOBER 3, 1958 AS DOCUMENT NO. 163406 O.R., A RADIAL TO SAID POINT BEARS  
NORTH 36°40'09" EAST; THENCE SOUTHERLY ON SAID RIGHT OF WAY LINE SOUTH  
21°57'52" EAST, 17.17 FEET TO THE BEGINNING OF A TANGENT 20.00 FOOT RADIUS  
CURVE, CONCAVE NORTHWESTERLY; THENCE ALONG THE ARC OF SAID CURVE  
SOUTHERLY AND WESTERLY THROUGH A CENTRAL ANGLE OF 149°01'24", AN  
ARC DISTANCE OF 52.02 FEET TO THE BEGINNING OF A REVERSE CURVE,  
CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 605.00 FEET; THENCE ALONG  
THE ARC OF SAID CURVE NORTHERLY AND WESTERLY THROUGH A CENTRAL  
ANGLE OF 09°39'26", AN ARC DISTANCE OF 101.97 FEET; THENCE NORTH 62°35'54"  
WEST, 113.81 FEET TO THE BEGINNING OF A TANGENT 56.00 FOOT RADIUS CURVE,

CONCAVE NORTHEASTERLY; THENCE ALONG THE ARC OF SAID CURVE WESTERLY AND NORTHERLY THROUGH A CENTRAL ANGLE OF  $17^{\circ}35'18''$ , AN ARC DISTANCE OF 17.19 FEET TO THE BEGINNING OF A REVERSE CURVE CONCAVE SOUTHERLY HAVING A RADIUS OF 81.00 FEET, THENCE WESTERLY AND SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF  $123^{\circ}54'02''$  AN ARC DISTANCE OF 175.16 FEET TO A POINT ON THE WESTERLY RIGHT OF WAY LINE OF CLIFFRIDGE AVENUE ALSO BEING THE EASTERLY LOT LINE OF LOT 67 PER SAID MAP 3528; DISTANT 24.57 FEET FROM THE SOUTHEASTERLY CORNER OF SAID LOT 67, THENCE NORTHERLY ALONG SAID LOT LINE NORTH  $11^{\circ}05'22''$  EAST 24.35 FEET TO THE BEGINNING OF TANGENT 25.00 FOOT RADIUS CURVE, CONCAVE SOUTHWESTERLY; THENCE ALONG THE ARC OF SAID CURVE NORTHERLY AND EASTERLY THROUGH A CENTRAL ANGLE OF  $73^{\circ}41'16''$ , AN ARC DISTANCE OF 32.15 FEET; THENCE NORTH  $62^{\circ}35'54''$  WEST, 58.80 FEET TO THE TO THE BEGINNING OF A TANGENT 20.00 FOOT RADIUS CURVE, CONCAVE SOUTHEASTERLY; THENCE ALONG THE ARC OF SAID CURVE WESTERLY AND SOUTHERLY THROUGH A CENTRAL ANGLE OF  $106^{\circ}17'34''$ , AN ARC DISTANCE OF 37.10 FEET TO A POINT HEREIN DESCRIBED AS **POINT 'B'**, ALSO BEING A POINT ON THE EASTERLY RIGHT OF WAY LINE OF TORREY PINES ROAD ALSO BEING THE WESTERLY LINE OF SAID LOT 67, DISTANT 70.20 FROM THE SOUTHWESTERLY CORNER OF SAID LOT 67; THENCE NORTH  $11^{\circ}06'32''$  EAST, 34.46 FEET TO THE BEGINNING OF A TANGENT 20.00 FOOT RADIUS CURVE, CONCAVE SOUTHEASTERLY; THENCE NORTHERLY AND EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL OF  $93^{\circ}19'50''$ , AN ARC DISTANCE OF 32.58 FEET TO THE BEGINNING OF A TANGENT REVERSE CURVE, CONCAVE NORTHERLY HAVING A RADIUS OF 636.64 FEET; THENCE ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF  $09^{\circ}12'17''$ , AN ARC DISTANCE OF 102.28 FEET TO THE BEGINNING OF A TANGENT 42.00 FOOT RADIUS CURVE, CONCAVE NORTHERLY; THENCE ALONG THE ARC OF SAID CURVE EASTERLY THROUGH A CENTRAL ANGLE OF  $04^{\circ}42'02''$ , AN ARC DISTANCE OF 3.45 FEET; THENCE NORTH  $89^{\circ}27'57''$  WEST, 48.73 FEET TO THE TO THE BEGINNING OF A TANGENT 634.64 FOOT RADIUS CURVE, CONCAVE NORTHERLY; THENCE ALONG THE ARC OF SAID CURVE EASTERLY THROUGH A CENTRAL ANGLE OF  $02^{\circ}53'02''$ , AN ARC DISTANCE OF 31.94 FEET TO THE **TRUE POINT OF BEGINNING**.

AREA: 21,278 SQ.FT. 0.488 ACRES MORE OR LESS

#### **PARCEL 'B'**

RESERVING FROM SAID VACATION AN EASEMENT FOR GENERAL UTILITY AND ACCESS EASEMENT, DESCRIBED AS FOLLOWS:

**BEGINNING** AT SAID POINT "A"; THENCE SOUTH  $21^{\circ}57'52''$  EAST, 13.86 FEET ALONG THE SOUTHWESTERLY RIGHT OF WAY OF LA JOLLA SCENIC WAY PER DOCUMENT 56775 RECORDED APRIL 5, 1966 OF O.R.; THENCE SOUTH  $36^{\circ}59'17''$  WEST, 37.39 FEET TO THE BEGINNING OF A NON TANGENT 20.00 FOOT RADIUS CURVE. CONCAVE NORTHEASTERLY; A RADIAL TO SAID POINT BEARS SOUTH

15°01'26" WEST; THENCE WESTERLY AND NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 22°02'06", AN ARC DISTANCE OF 7.69 FEET TO THE BEGINNING OF A TANGENT REVERSE CURVE, CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 605.00 FEET; THENCE ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 00°42'37", AN ARC DISTANCE OF 7.50 FEET; THENCE NORTH 37°12'32" EAST, 46.00 FEET TO A POINT ON THE ARC OF A NON TANGENT 651.00 FOOT RADIUS CURVE, CONCAVE SOUTHWESTERLY, A RADIAL TO SAID POINT BEARS NORTH 36°24'34" EAST; THENCE EASTERLY AND SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 00°15'35", AN ARC DISTANCE OF 2.95 FEET TO THE **POINT OF BEGINNING**.

AREA: 640 SQ.FT. 0.015 ACRES MORE OR LESS

#### **PARCEL 'C'**

RESERVING FROM SAID VACATION AN EASEMENT FOR GENERAL UTILITY AND ACCESS EASEMENT, DESCRIBED AS FOLLOWS:

**BEGINNING** AT SAID **POINT "B"**; THENCE NORTH 11°06'32" EAST, 34.46 FEET TO THE BEGINNING OF A TANGENT 20.00 FOOT RADIUS CURVE, CONCAVE SOUTHEASTERLY; THENCE NORTHERLY AND EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL OF 93°19'50", AN ARC DISTANCE OF 32.58 FEET TO THE BEGINNING OF A TANGENT REVERSE CURVE, CONCAVE NORTHERLY HAVING A RADIUS OF 636.64 FEET; THENCE ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 01°41'48", AN ARC DISTANCE OF 18.85 FEET A RADIAL TO SAID POINT NORTH 12°44'35" WEST; THENCE SOUTH 57°43'15" EAST, 83.50 FEET; THENCE NORTH 32°16'45" EAST, 10.00 FEET; THENCE SOUTH 57°43'15" EAST, 21.42 FEET TO THE BEGINNING OF A NON-TANGENT 81.00 FOOT RADIUS CURVE. CONCAVE SOUTHEASTERLY, A RADIAL TO SAID POINT BEARS NORTH 18°09'49" WEST; THENCE WESTERLY AND SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 26°43'35", AN ARC DISTANCE OF 37.78 FEET; THENCE NORTH 58°31'31" WEST, 72.74 FEET; THENCE SOUTH 58°40'55" WEST, 13.12 FEET TO A POINT ON THE NORTHERLY LINE OF LOT 67 OF MAP 3528 RECORDED OCTOBER 19, 1956 O.R.; THENCE ALONG SAID NORTHERLY LOT LINE OF LOT 67 NORTH 62°35'54" WEST, 10.84 FEET TO THE BEGINNING OF A TANGENT 20.00 FOOT RADIUS CURVE, CONCAVE SOUTHEASTERLY; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 106°17'34", AN ARC DISTANCE OF 37.10 FEET TO A POINT ON THE EASTERLY RIGHT OF WAY LINE OF TORREY PINES ROAD AS DEDICATED PER SAID MAP 3528, ALSO BEING THE **POINT OF BEGINNING**.

AREA: 3,540 SQ.FT. 0.081 ACRES MORE OR LESS

#### **PARCEL 'D'**

STREET DEDICATION – LA JOLLA VILLAGE DRIVE

THAT PORTION OF PUEBLO LOT 1299 OF THE PUEBLO LANDS OF SAN DIEGO, IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF MADE JAMES PASCOE IN 1870, A COPY OF WHICH SAID MAP WAS FILED IN THE OFFICE OF COUNTY RECORDER OF SAN DIEGO COUNTY, NOVEMBER 14, 1921 ALSO KNOWN AS MISCELLANEOUS MAP NO. 36.

LYING NORTHEASTERLY OF LA JOLLA SCENIC DRIVE, DEDICATED FOR STREET PURPOSES BY RESOLUTION 150337, RECORDED OCTOBER 3, 1958 DOCUMENT NO. 163406 OF OFFICIAL RECORDS, SOUTHERLY OF LA JOLLA VILLAGE DRIVE (FORMALLY MIRAMAR ROAD) AND WESTERLY OF LA JOLLA SCENIC WAY DEDICATED FOR STREET PURPOSES BY RESOLUTION NO. 186827 RECORDED APRIL 5, 1966 DOCUMENT NO. 56775 OF OFFICIAL RECORDS

EXCEPTING THAT PORTION LYING SOUTHERLY OF THE FOLLOWING DESCRIBED LINE:

BEGINNING AT A POINT ON THE NORTHERLY RIGHT OF WAY LINE OF LA JOLLA SCENIC DRIVE NORTH, SAID POINT BEING DISTANT 24.94 FEET FROM THE WESTERLY CORNER OF SAID LAND, ALSO BEING THE BEGINNING OF AN ARC PARALLEL WITH AND 12.00 FEET SOUTHERLY, MEASURE AT RIGHT ANGLES, TO THE SOUTHERLY RIGHT OF WAY OF LA JOLLA VILLAGE DRIVE; THENCE ALONG SAID ARC 155.09 FEET TO THE BEGINNING OF A TANGENT REVERSE CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 20.00 FEET, A RADIAL TO SAID BEGINNING OF REVERSE CURVE BEARS NORTH 16°21'06" WEST; THENCE EASTERLY AND SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 84°23'14" AN ARC DISTANCE OF 29.46 FEET TO THE WESTERLY RIGHT OF WAY OF LA JOLLA SCENIC WAY AND THE TERMINUS OF SAID LINE.

#### PARCEL 'E'

##### EASEMENT DEDICATION - GENERAL UTILITY

THAT PORTION OF PUEBLO LOT 1299 OF THE PUEBLO LANDS OF SAN DIEGO, IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF MADE JAMES PASCOE IN 1870, A COPY OF WHICH SAID MAP WAS FILED IN THE OFFICE OF COUNTY RECORDER OF SAN DIEGO COUNTY, NOVEMBER 14, 1921 ALSO KNOWN AS MISCELLANEOUS MAP NO. 36.

LYING NORTHEASTERLY OF LA JOLLA SCENIC DRIVE, DEDICATED FOR STREET PURPOSES BY RESOLUTION 150337, RECORDED OCTOBER 3, 1958 DOCUMENT NO. 163406 OF OFFICIAL RECORDS, SOUTHERLY OF LA JOLLA VILLAGE DRIVE (FORMALLY MIRAMAR ROAD) AND WESTERLY OF LA JOLLA SCENIC WAY DEDICATED FOR STREET PURPOSES BY RESOLUTION NO. 186827 RECORDED

APRIL 5, 1966 DOCUMENT NO. 56775 OF OFFICIAL RECORDS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING AT SAID POINT "A"; THENCE NORTH 21°57'52" WEST, 3.44 FEET ALONG THE SOUTHWESTERLY RIGHT OF WAY OF SAID LA JOLLA SCENIC WAY; THENCE SOUTH 37°12'32" WEST 1.80 FEET TO A POINT ON THE NORTHERLY RIGHT OF WAY OF SAID LA JOLLA SCENIC DRIVE NORTH ALSO BEING THE BEGINNING OF A NON TANGENT 651.00 FOOT RADIUS CURVE, CONCAVE SOUTHWESTERLY, A RADIAL TO SAID POINT BEARS NORTH 36°24'34" EAST; THENCE ALONG SAID NORTHERLY RIGHT OF WAY LINE AND THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 00°15'35", AN ARC DISTANCE OF 2.95 FEET TO THE POINT OF BEGINNING.**

AREA: 2 SQ.FT. 0.000 ACRES MORE OR LESS

**PARCEL 'F'**

**EASEMENT DEDICATION - GENERAL UTILITY**

RESERVING FROM SAID VACATION AN EASEMENT FOR GENERAL UTILITY AND ACCESS EASEMENT, DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON THE SOUTHERLY RIGHT OF WAY LINE OF LA JOLLA VILLAGE DRIVE (FORMALLY MIRAMAR ROAD) DEDICATED FOR STREET PURPOSES BY RESOLUTION NO. 186827 RECORDED APRIL 5, 1966 DOCUMENT NO. 56775 OF OFFICIAL RECORDS, SAID POINT ALSO BEING A POINT ON THE NORTHERLY RIGHT OF WAY LINE OF SAID LA JOLLA SCENIC DRIVE DEDICATED FOR STREET PURPOSES BY RESOLUTION 150337, RECORDED OCTOBER 3, 1958 DOCUMENT NO. 163406 O.R.; THENCE SOUTHERLY ON THE NORTHERLY RIGHT OF WAY LINE OF SAID LA JOLLA SCENIC DRIVE, SOUTH 62°35'54" EAST, 24.94 FEET TO THE BEGINNING OF A NON-TANGENT, 634.64 FOOT RADIUS CURVE, CONCAVE NORTHERLY, A RADIAL LINE TO SAID CURVE BEARS SOUTH 02°20'59" EAST; THENCE DEPARTING SAID NORTHERLY LINE, WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 02°53'02" A DISTANCE OF 31.94 FEET; THENCE NORTH 89°27'57" WEST 42.82 FEET TO **THE TRUE POINT OF BEGINNING**; THENCE SOUTHERLY ON A LINE WHICH IS PARALLEL WITH AND 34.50 FEET SOUTHWESTERLY, MEASURED AT RIGHT ANGLES, FROM THE NORTHERLY RIGHT OF WAY LINE OF SAID LA JOLLA SCENIC DRIVE SOUTH 62°35'54" EAST FEET 230.92 FEET TO THE BEGINNING OF A TANGENT 616.50 FOOT RADIUS CURVE CONCAVE SOUTHERLY; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 11°19'42" AN ARC DISTANCE OF 121.89 FEET TO A POINT ON A NON-TANGENT 20.00 FOOT RADIUS CURVE CONCAVE NORTHERLY, A RADIAL LINE TO SAID POINT BEARS NORTH 26°57'28" WEST; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 17°35'18" A DISTANCE OF 22.35 FEET TO THE BEGINNING OF

A 605.00 FOOT RADIUS REVERSE CURVE, CONCAVE SOUTHWESTERLY, SAID CURVE BEING CONCENTRIC WITH AND 46.00 FEET SOUTHWESTERLY OF SAID NORTHERLY RIGHT OF WAY LINE OF SAID LA JOLLA SCENIC DRIVE; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 09°39'26" A DISTANCE OF 101.97 FEET; THENCE NORTH 62°35'54" WEST FEET 113.81 FEET TO THE BEGINNING OF A TANGENT 56.00 FOOT RADIUS CURVE, CONCAVE NORTHEASTERLY; THENCE ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 17°35'18" A DISTANCE OF 17.19 FEET; TO THE BEGINNING OF A REVERSE 81.00 FOOT RADIUS CURVE, CONCAVE SOUTHEASTERLY; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 46°13'09" A DISTANCE OF 65.34 FEET; THENCE NORTH 62°35'54" WEST FEET 74.03 FEET TO THE BEGINNING OF A NON-TANGENT 636.47 FOOT RADIUS CURVE, CONCAVE NORTHERLY, A RADIAL LINE TO SAID CURVE BEARS SOUTH 07°59'59" WEST; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 02°45'54" A DISTANCE OF 30.72 FEET TO THE BEGINNING OF A COMPOUND 42.00 FOOT RADIUS CURVE, CONCAVE NORTHERLY; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 04°42'02" A DISTANCE OF 3.45 FEET; THENCE SOUTH 89°27'57" EAST FEET 5.91 FEET TO THE TRUE POINT OF BEGINNING.

AREA = 4,564.72 SQ. FT. OR 0.105 ACRES MORE OR LESS.

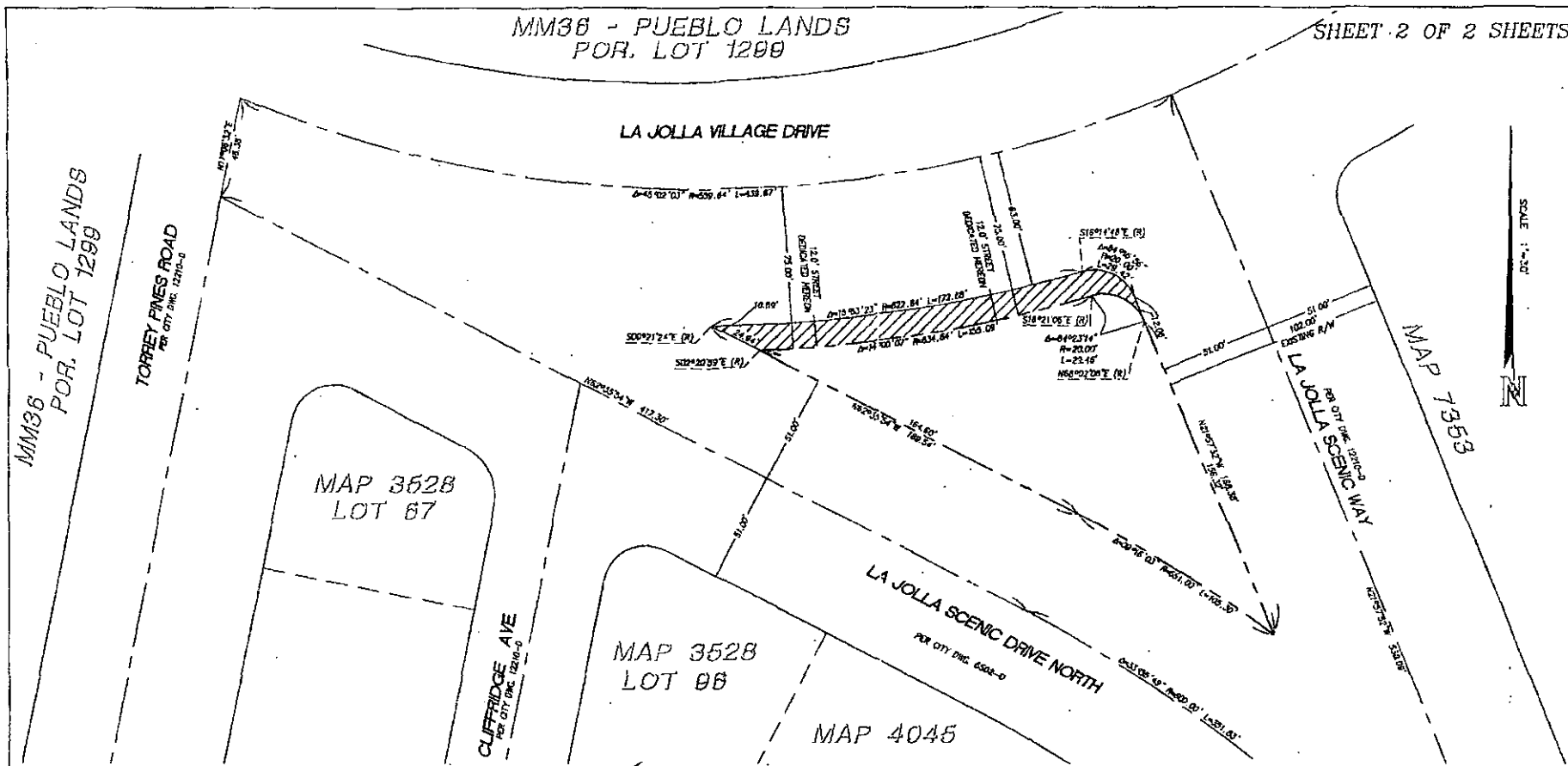
  
DK NASLAND PLS 5562

10-1-2008  
DATE



J.O. NO. 421438  
P.T.S. NO 6098  
DWG NO





**LEGEND**

INDICATES STREET DEDICATION  
AREA 2.818 SQ.FT. 0.000 ACRES

PROPERTY LINE

RIGHT OF WAY LINE

CENTER LINE

**REFERENCE DRAWINGS:**

MAP 4045

MAP 3528

MAP 7353

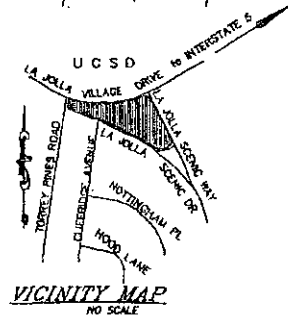
CITY DRAWING / 5502-D

CITY DRAWING / 12210-D

CITY DRAWING / 11292-2-11-D

**A.P.N.**

311-120-28

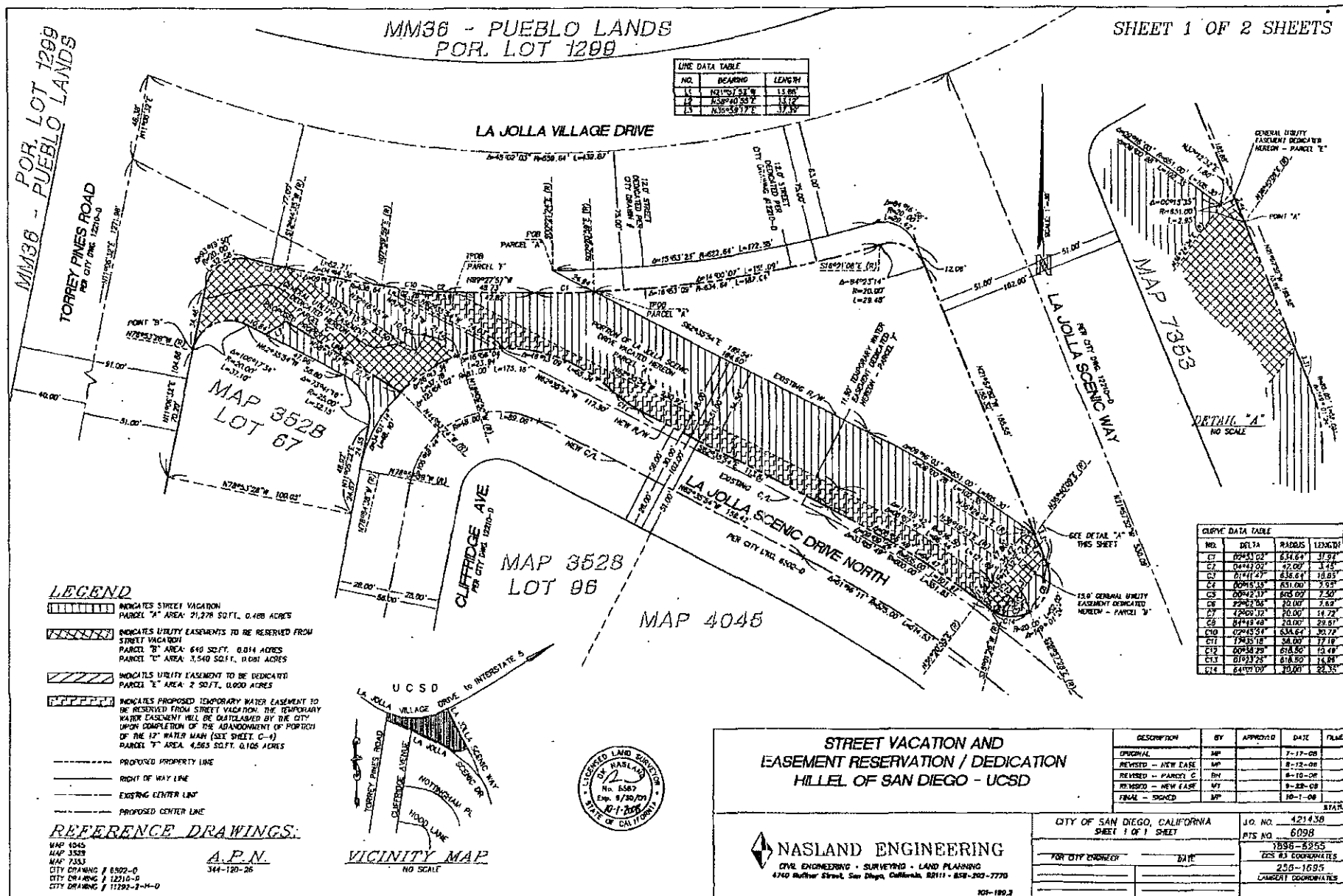


STREET DEDICATION HILLEL OF SAN DIEGO - UCSD				
DESCRIPTION	BY	APPROVED	DATE	FILED
ORIGINAL	UP		7-17-08	
REVISED - NEW EASE	UP		8-12-08	
REVISED - PARCEL C	UP		8-10-08	
REVISED - NEW EASE	UP		8-22-08	
FINAL - SIGNED	UP		10-1-08	

CITY OF SAN DIEGO, CALIFORNIA SHEET 1 OF 1 SHEET		J.O. NO. 421438
FOR CITY ENGINEER		PTS. NO. 6089
DATE		1808-8255
		CITY OF SAN DIEGO
		256-1695
		LAURENT SORRENTINO

**NASLAND ENGINEERING**  
CIVIL, ENGINEERING - SURVEYING - LAND PLANNING  
1740 Harbor Street, San Diego, California, 92111 619-282-7779



**RECORDING REQUESTED BY**  
CITY OF SAN DIEGO  
DEVELOPMENT SERVICES  
PERMIT INTAKE, MAIL STATION 501

**WHEN RECORDED MAIL TO**  
CITY CLERK  
MAIL STATION 2A

SPACE ABOVE THIS LINE FOR RECORDER'S USE

JOB ORDER NUMBER: 43-0276

**SITE DEVELOPMENT PERMIT NO. 527861**  
**HILLEL OF SAN DIEGO STUDENT CENTER - PROJECT NO. 149437 - MMRP**  
**CITY COUNCIL DRAFT**

This Site Development Permit, No. 527861 is granted by the City Council of the City of San Diego to ROBERT MARSHALL, Trustee, Owner, and HILLEL OF SAN DIEGO, a California nonprofit Corporation, Permittee (Phase I) and HILLEL OF SAN DIEGO, a California nonprofit Corporation, Owner and Permittee (Phase II), pursuant to San Diego Municipal Code [SDMC] Section 126.0504. The 9,166 square-foot Phase I site (after proposed dedications and vacations) is located at 8976 Cliffridge Avenue. The 33,518 square-foot (0.77-acre) Phase II site (after proposed dedications and vacations) is located within the triangular area bounded by La Jolla Village Drive, La Jolla Scenic Way, and La Jolla Scenic Drive North. Both sites are located in the Single Family (SF) Zone of La Jolla Shores Planned District, Coastal Height Limit Overlay Zone, Campus Parking Impact Overlay Zone, and within the La Jolla Community Plan.

The project site is legally described as: Phase I: Lot 67 of La Jolla Highlands, Unit No. 3, in the City of San Diego, County of San Diego, State of California, according to the map thereof, No. 3528, filed in the office of the County Recorder of San Diego County. Phase II: A Portion of Lot 1299, Pueblo Lands, Miscellaneous Map No. 36.

Subject to the terms and conditions set forth in this Permit, permission is granted to Owners and Permittee to continue to use an existing single-family dwelling for religious offices and related purposes as a Phase I entitlement and to develop a triangular shaped parcel with a 12,100 square-foot religious student center with a lower level garage of 17,000 square-feet of area as a Phase II entitlement, described and identified by size, dimension, quantity, type, and location on the approved exhibits [Exhibit "A"], dated \_\_\_\_\_, 2008, on file in the Development Services Department.

The project shall include:

- a. Phase I: Continued use of a 1,792 square-foot single-family residence and garage/storage structure at 8976 Cliffridge Avenue for religious offices and related use until such time as the proposed Phase II is developed and approved for occupancy;
- b. Phase II: The development of a two-level religious student center consisting of an upper level main floor use area of 12,100 square-feet and a lower subterranean garage of 17,000 square-feet for the parking of 68 vehicles, trash enclosures and elevators;
- c. Deviations:
  - 1). Phase I, Alternative 1. A deviation from San Diego Municipal Code (SDMC) Section 142.0560 (j)(1) for minimum width of a non-residential driveway. This would be a temporary deviation from the driveway width requirements, whereas, the applicant is proposing a 12-foot curb cut to access the single-family home at 8976 Cliffridge Avenue where the San Diego Municipal Code requires 24 feet for a non-residential use. This deviation assumes approval of Phase II and the public right-of-way vacation request. When Phase II is constructed, the religious offices and related use at 8976 Cliffridge Avenue will move into the new 12,100 square-foot facility (Phase II) and the single-family home would revert back to its original use, which only requires a 12-foot curb cut as a residential use.
  - 2). Phase I, Alternative 2. A deviation from San Diego Municipal Code (SDMC) Section 142.0560 (j)(1) for minimum width of a non-residential driveway. This would be a permanent deviation from the driveway width requirements, whereas, the applicant is proposing a 20-foot curb cut to access 8976 Cliffridge Avenue where the San Diego Municipal Code requires 24 feet for a non-residential use. This deviation assumes denial of Phase II and the Public Right-of-Way Vacation request, and the permanent use of the single-family home at 8976 Cliffridge Avenue as a non-residential use.
  - 3). Phase II. A deviation from San Diego Municipal Code (SDMC) Section 142.0560 (j)(1) for minimum width of a non-residential driveway. Deviation from the driveway width requirements, whereas, the applicant is proposing a 22-foot curb cut to access Phase II where the San Diego Municipal Code requires 24 feet for a non-residential use.
- d. Landscaping (planting, irrigation and landscape related improvements) with existing landscaping at the residence at 8976 Cliffridge Avenue to be maintained; the 12,100 square-foot religious student center to be landscaped and maintained in accordance with the approved Exhibit 'A' Landscape Plan subject to the conditions contained herein; and the required public benefit 10,000 square-foot landscaped area between the Phase I and II sites;
- e. Off-street parking facilities to be maintained on both the Phase I and II sites as conditioned herein, and the requirement for off-site parking required for the use and events associated with Phase II;

- f. Fencing, walls, decorative site features and signage;
- g. Installation of a bike path linking La Jolla Scenic Drive North with Torrey Pines Road;
- h. A roof-mounted photovoltaic system consisting of solar panels, in addition to the installation of a fuel cell, sufficient to generate at least 30 percent of the proposed project's projected energy consumption, as established by Council Policy 900-14; and
- i. Accessory improvements determined by the Development Services Department to be consistent with the land use and development standards in effect for this site per the adopted community plan, California Environmental Quality Act Guidelines, public and private improvement requirements of the City Engineer, the underlying zone(s), conditions of this Permit, and any other applicable regulations of the SDMC in effect for this site.

**STANDARD REQUIREMENTS:**

1. This permit must be utilized within thirty-six (36) months after the date on which all rights of appeal have expired. Failure to utilize and maintain utilization of this permit as described in the SDMC will automatically void the permit unless an Extension of Time has been granted. Any such Extension of Time must meet all SDMC requirements and applicable guidelines in affect at the time the extension is considered by the appropriate decision maker.
2. No permit for the construction, occupancy or operation of any facility or improvement described herein shall be granted, nor shall any activity authorized by this Permit be conducted on the premises until:
  - a. The Owner/Permittee signs and returns the Permit to the Development Services Department; and
  - b. The Permit is recorded in the Office of the San Diego County Recorder.
3. Unless this Permit has been revoked by the City of San Diego the property included by reference within this Permit shall be used only for the purposes and under the terms and conditions set forth in this Permit unless otherwise authorized by the Development Services Department.
4. This portion of the Permit covering Phase II is a covenant running with the subject property and shall be binding upon the Owner/Permittee and any successor or successors, and the interests of any successor shall be subject to each and every condition set out in this Permit and all referenced documents.
5. Should Phase II not be approved, the portion of the Permit covering Phase I would be a covenant running with the subject property and shall be binding upon the Owner/Permittee and any successor or successors, and the interests of any successor shall be subject to each and every condition set out in this Permit and all referenced documents.

6. The continued use of this Permit shall be subject to the regulations of this and any other applicable governmental agency.
7. Issuance of this Permit by the City of San Diego does not authorize the Owner/Permittee for this permit to violate any Federal, State or City laws, ordinances, regulations or policies including, but not limited to, the Endangered Species Act of 1973 [ESA] and any amendments thereto (16 U.S.C. § 1531 et seq.).
8. The Owner/Permittee shall secure all necessary building permits. The Owner/Permittee is informed that to secure these permits, substantial modifications to the building and site improvements to comply with applicable building, fire, mechanical and plumbing codes and State law requiring access for disabled people may be required.
9. Construction plans shall be in substantial conformity to Exhibit "A." No changes, modifications or alterations shall be made unless appropriate application(s) or amendment(s) to this Permit have been granted.
10. All of the conditions contained in this Permit have been considered and have been determined to be necessary in order to make the findings required for this Permit. It is the intent of the City that the holder of this Permit be required to comply with each and every condition in order to be afforded the special rights which the holder of the Permit is entitled as a result of obtaining this Permit.

In the event that any condition of this Permit, on a legal challenge by the Owner/Permittee of this Permit, is found or held by a court of competent jurisdiction to be invalid, unenforceable, or unreasonable, this Permit shall be void. However, in such an event, the Owner/Permittee shall have the right, by paying applicable processing fees, to bring a request for a new permit without the "invalid" condition(s) back to the discretionary body which approved the Permit for a determination by that body as to whether all of the findings necessary for the issuance of the proposed permit can still be made in the absence of the "invalid" condition(s). Such hearing shall be a hearing de novo and the discretionary body shall have the absolute right to approve, disapprove, or modify the proposed permit and the condition(s) contained therein.

11. The applicant shall defend, indemnify, and hold harmless the City, its agents, officers, and employees from any and all claims, actions, proceedings, damages, judgments, or costs, including attorney's fees, against the City or its agents, officers, or employees, relating to the issuance of this permit including, but not limited to, any action to attack, set aside, void, challenge, or annul this development approval and any environmental document or decision. The City will promptly notify applicant of any claim, action, or proceeding and, if the City should fail to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, indemnify, and hold harmless the City or its agents, officers, and employees. The City may elect to conduct its own defense, participate in its own defense, or obtain independent legal counsel in defense of any claim related to this indemnification. In the event of such election, applicant shall pay all of the costs related thereto, including without limitation reasonable attorney's fees and costs. In the event of a disagreement between the City and applicant regarding litigation issues,

the City shall have the authority to control the litigation and make litigation related decisions, including, but not limited to, settlement or other disposition of the matter. However, the applicant shall not be required to pay or perform any settlement unless such settlement is approved by applicant.

12. This Permit may be developed in phases. As described above, Phase I would consist of the continued use of a 1,792 square-foot single-family residence and garage/storage structure at 8976 Cliffridge Avenue for religious offices and related use until such time as the proposed Phase II is developed and approved for occupancy; and Phase II would consist of the development of a two-level religious student center consisting of an upper level main floor use area of 12,100 square-feet and a lower subterranean garage of 17,000 square-feet for the parking of 68 vehicles, trash enclosures and elevators.

13. The Phase I continued use of the single family house at 8976 Cliffridge Avenue for religious purposes shall continue, subject to the applicable conditions of this permit, until Phase II is completed and ready for occupancy. As Phase II is utilized for Hillel purposes, Phase I shall terminate and the owner of the residence will convert the use of the site back to single-family residential use. Should the owner desire to utilize the residence and property for some other use permitted by the SF zone of the La Jolla Shores Planned District, the owner shall apply for a separate Site Development Permit.

14. Should Phase II of the project not be approved, use of the residentially constructed house at 8976 Cliffridge Avenue for religious purposes (Phase I) shall continue as a permanent use.

#### **ENVIRONMENTAL/MITIGATION REQUIREMENTS:**

15. Mitigation requirements are tied to the environmental document, specifically the Mitigation, Monitoring, and Reporting Program (MMRP). These MMRP conditions are incorporated into the permit by reference or authorization for the project.

16. The mitigation measures specified in the Mitigation Monitoring and Reporting Program, and outlined in Mitigated Negative Declaration No. 149437, shall be noted on the construction plans and specifications under the heading ENVIRONMENTAL/MITIGATION REQUIREMENTS.

17. The Owner/Permittee shall comply with the Mitigation, Monitoring, and Reporting Program (MMRP) as specified in Mitigated Negative Declaration No. 149437, satisfactory to the Development Services Department and the City Engineer. Prior to issuance of the first grading permit, all conditions of the MMRP shall be adhered to, to the satisfaction of the City Engineer. All mitigation measures as specifically outlined in the MMRP shall be implemented for the following issue areas:

Paleontological Resources  
Parking

18. Prior to issuance of any construction permit, the Owner/Permittee shall pay the Long Term Monitoring Fee in accordance with the Development Services Fee Schedule to cover the City's costs associated with implementation of permit compliance monitoring.

**ENGINEERING REQUIREMENTS:**

19. Prior to the issuance of any building permits, the applicant shall obtain a bonded grading permit from the City Engineer for the grading proposed for this project. All grading shall conform to the requirements of the City of San Diego Municipal Code in a manner satisfactory to the City Engineer.

20. Prior to the issuance of any building permits, the applicant shall assure, by permit and bond, the installation of sidewalk on La Jolla Village Drive, La Jolla Scenic Way and La Jolla Scenic Drive North along the property frontage, new curb, gutter and sidewalk along the vacated area at Cliffridge Avenue and La Jolla Scenic Drive North, a pedestrian ramp at La Jolla Village Drive and La Jolla Scenic Way and a 22-foot driveway on La Jolla Scenic Way, all satisfactory to the City Engineer.

21. Prior to the issuance of any building permits, the applicant shall vacate a portion of La Jolla Scenic Drive North, reserving easements for water, sewer and drain pipes, satisfactory to the City Engineer.

22. Prior to the issuance of any construction permits, the applicant shall incorporate and show the type and location of all post-construction Best Management Practices (BMP's) on the final construction drawings, consistent with the approved Water Quality Technical Report.

23. Prior to the issuance of any construction permits, the applicant shall submit a Water Pollution Control Plan (WPCP). The WPCP shall be prepared in accordance with the guidelines in Appendix E of the City's Storm Water Standards.

24. Prior to the issuance of any building permits, the applicant shall process a lot consolidation parcel map, including the dedication on La Jolla Village Drive, reservations of easements, and a lot line adjustment, all satisfactory to the City Engineer.

25. Prior to the issuance of any building permits, the applicant shall obtain an Encroachment Maintenance and Removal Agreement, from the City Engineer, for sidewalk underdrains (in La Jolla Village Drive and La Jolla Scenic Drive North) and a connection to the City drain system.

26. The drainage system proposed for this development is private and subject to approval by the City Engineer.

**MAPPING REQUIREMENTS:**

27. Prior to the issuance of any building permits, the applicant shall process a Lot Line Adjustment/Lot Consolidation Parcel Map, including the dedication of La Jolla Village Drive, and the granting or reservation of easements, all satisfactory to the City Engineer.



**LANDSCAPE REQUIREMENTS:**

28. Prior to issuance of construction permits for grading, the Permittee or Subsequent Owner shall submit landscape construction documents for the revegetation and hydro-seeding of all disturbed land in accordance with the Land Development Manual, Landscape Standards and to the satisfaction of the Development Services Department. All plans shall be in substantial conformance to this permit (including Environmental conditions) and Exhibit "A," on file in the Office of the Development Services Department.
29. Prior to issuance of construction permits for public right-of-way improvements, the Permittee or Subsequent Owner shall submit complete landscape construction documents for right-of-way improvements to the Development Services Department for approval. Improvement plans shall take into account a 40 square-foot area around each tree which is unencumbered by utilities. Driveways, utilities, drains, water and sewer laterals shall be designed so as not to prohibit the placement of street trees.
30. In the event that a foundation only permit is requested by the Permittee or Subsequent Owner, a site plan or staking layout plan shall be submitted identifying all landscape areas consistent with Exhibit "A," Landscape Development Plan, on file in the Office of the Development Services Department. These landscape areas shall be clearly identified with a distinct symbol, noted with dimensions and labeled as "landscaping area."
31. Prior to issuance of any construction permits for buildings; the Permittee or Subsequent Owner shall submit complete landscape and irrigation construction documents consistent with the Land Development Manual, Landscape Standards to the Development Services Department for approval. The construction documents shall be in substantial conformance with Exhibit "A," Landscape Development Plan, on file in the Office of the Development Services Department.
32. Prior to issuance of any Certificate of Occupancy, it shall be the responsibility of the Permittee or Subsequent Owner to install all required landscape and obtain all required landscape inspections. A "No Fee" Street Tree Permit shall be obtained for the installation, establishment, and on-going maintenance of all street trees.
33. The Permittee or Subsequent Owner shall maintain all landscape in a disease, weed and litter free condition at all times. Severe pruning or "topping" of trees is not permitted. The trees shall be maintained in a safe manner to allow each tree to grow to its mature height and spread.
34. The Permittee or Subsequent Owner shall be responsible for the maintenance of all landscape improvements in the right-of-way consistent with the Land Development Manual, Landscape Standards unless long-term maintenance of said landscaping will be the responsibility of a Landscape Maintenance District or other approved entity. In this case, a Landscape Maintenance Agreement shall be submitted for review by a Landscape Planner.
35. If any required landscape (including existing or new plantings, hardscape, landscape features, etc.) indicated on the approved construction document plans is damaged or removed

during demolition or construction, the Permittee or Subsequent Owner is responsible to repair and/or replace any landscape in kind and equivalent size per the approved documents to the satisfaction of the Development Services Department within 30 days of damage or prior to issuance of a Certificate of Occupancy.

36. Prior to issuance of construction permits for grading; the Permittee or Subsequent Owner shall ensure that all proposed landscaping, shall not include exotic plant species that may be invasive to native habitats. Plant species found within the California Invasive Plant Council's (Cal-IPC) Invasive Plant Inventory and the prohibited plant species list found in "Table 1" of the Landscape Standards shall not be permitted.

**PLANNING/DESIGN REQUIREMENTS:**

37. A topographical survey conforming to the provisions of the SDMC may be required if it is determined, during construction, that there may be a conflict between the building(s) under construction and a condition of this Permit or a regulation of the underlying zone. The cost of any such survey shall be borne by the Owner/Permittee.

38. Prior to the issuance of building permits, construction documents shall fully illustrate the incorporation of a roof-mounted photovoltaic system consisting of solar panels, in addition to the installation of a fuel cell, sufficient to generate at least 30 percent of the proposed project's projected energy consumption, as established by Council Policy 900-14.

39. All signs associated with this development shall be consistent with sign criteria established by either the approved Exhibit "A" or the La Jolla Shores Planned District sign regulations.

40. All private outdoor lighting shall be shaded and adjusted to fall on the same premises where such lights are located and in accordance with the applicable regulations in the SDMC. Outdoor lighting will be limited to low-voltage lighting for safety and way-finding when the facility is unoccupied.

41. Hillel hours of operation shall be limited to 7:00 AM to 10:00 PM daily allowing for clean up and closing of the facility until 11:00 PM. Hillel may observe Jewish holidays, customs, and ritual practices for High Holiday, Shavuot, Purim, Passover, and other Jewish special observances provided that the above hours of operation are observed and that occasional special events comply with condition 48 of this permit.

42. Weekend hours shall be limited to Saturday from 8:00 AM to 10:00 PM and Sunday from 10:00 AM to 6:00 PM unless there is a Jewish Holiday or other occasional special event, where the typical hours of operation described in condition No. 41 of this permit would be allowed.

43. The building capacity shall be capped at 204 people, and 400 for "occasional special events." An "occasional special event" is any event attended by more than 204 people.

44. There shall be no deliveries or trash pick-up before 8:00 AM on any day.

45. The applicant shall pay for the undergrounding of the two utility lines that are located onsite, and the undergrounding project shall be completed before the issuance of the occupancy permit.
46. The applicant shall add a drinking fountain, trash receptacle, and one three-seat bench that Hillel will maintain. The applicant will maintain a recycling program in its facility.
47. The applicant agrees not to oppose the formation of a maintenance assessment district.
48. The courtyard will not be used for outside gatherings of more than ten (10) people, except for Sukkot and similar religious rituals. This would not preclude visitors from going out on the patio or using the patio during gatherings within the center.
49. No alcohol will be allowed, except for religious rituals.
50. Smoking will not be allowed on the site.
51. Air-conditioning units will be acoustically abated.
52. Outside amplified noise is prohibited.
53. A three-foot glass wall will be added to the patio wall at the northeast corner of the property.
54. Overnight events are prohibited.
55. Use or rental to outside groups for commercial purposes is prohibited.
56. Hillel will advise visitors to the Center of Friday night Shabbat and during occasional special events not to park in the neighborhood and that individuals that fail to comply with this policy will be asked to move their car or to leave the Hillel Center.
57. The applicant agrees to participate in a Neighborhood Advisory Committee consisting of one representative of the University of California at San Diego; two representatives appointed by the La Jolla Shores Association, two representatives appointed by Hillel; one neighborhood resident appointed by the City Council Representative for Council District One, and one neighborhood resident appointed by the Mayor. The Committee shall be formed within thirty (30) days of the issuance of building permits, while working on construction issues as well, and shall work to facilitate appropriate interchange and beneficial collaboration between the applicant and the surrounding community, resolve disputes if possible, and advise the Development Services Department Director and the Mayor of any disputes that are not resolved.
58. The applicant will agree to defend and indemnify the City of San Diego against any actions related to the legality of the sale or lease of the site.

**TRANSPORTATION REQUIREMENTS**

59. The applicant shall maintain the shared parking agreement dated July 6, 2005 with the Regents of the University of San Diego for an additional sixty-seven (67) off-site parking spaces for Hillel's weekly Shabbat services. The 67 parking spaces shall be available from 1 hour prior to the event until 1 hour after each Shabbat service, to the satisfaction of the City Engineer.
60. The applicant shall maintain the shared parking agreement dated July 6, 2005 with the Regents of the University of San Diego for an additional seventy-five (75) off-site parking spaces for Hillel's occasional special events, with such parking spaces available from 1 hour prior to the event until 1 hour after each event, to the satisfaction of the City Engineer.
61. The applicant shall provide a shuttle service between the off-site parking location(s) and the Hillel facility for both weekly Friday Shabbat services and the occasional special events to the satisfaction of the City Engineer. If the off-site location is within 600-feet of the Hillel site, no shuttle service will be required.
62. The applicant shall provide a minimum of sixty-eight (68) on-site, underground parking spaces. The applicant shall not prohibit any of its staff, visitors, or persons participating in its on-site activities from parking in the garage. The applicant acknowledges that any such closure is grounds for the immediate suspension of all operations by the Development Services Department Director, in his or her sole discretion.
63. In the event of a cancellation of a shared parking agreement, the applicant will immediately suspend any activities with more than 204 people in attendance, which would effectively bring the cap down to what sixty-eight (68) spaces would support, including Shabbat services and occasional special events (which are limited to six times a year for the first year and up to nine times a year thereafter with the approval of the Development Services Department Director) at the facility, until an equivalent parking management plan or shared parking agreement is secured and approved by the Development Services Department Director, in his or her sole discretion and executed by the applicant. In the event of failure of the parking shuttle to operate during any Shabbat services, the applicant will immediately suspend any activities with more than 204 people in attendance at the facility until the shuttle services have been resumed and the resumed operation is approved by the Development Services Department Director, in his or her sole discretion, and executed by the applicant. At any time after the first year of operation of the facility, the Development Services Department Director may, in his or her sole discretion, require that this Shabbat services off-site parking requirement and shuttle requirement be continued or discontinued. This would take sixty-seven (67) parking spaces, in addition to sixty-eight (68) on-site spaces that would be the parking requirement. If for any reason the off-street parking is not satisfied or the shuttle is not available, the occupancy of the facility shall be limited to 204 people, which is what the sixty-eight (68) on-site parking spaces would support.
64. The number of occasional special events for the first twelve months of operation shall be limited to six. The number may be increased after the first year to a maximum of nine occasional special events per year with the approval of the Development Services Department Director, in

his or her sole discretion, where Neighborhood Code Compliance will be in charge of documenting the number of these events.

65. The applicant shall provide signs to be placed and maintained in front of the project clearly indicating available parking spaces at the off-site location(s) during Shabbat services and occasional special events, to the satisfaction of the City Engineer.

66. The applicant shall provide signs to be placed and maintained at the entrance of the off-site parking location(s) clearly indicating the available parking spaces at the off-site location(s) during Shabbat services and special events, to the satisfaction of the City Engineer.

67. No fewer than six (6) temporary parking spaces shall be constructed in the vacated/abandoned portion of La Jolla Scenic Drive North right-of-way (as shown on Exhibit "A") for the use of the 8976 Cliffridge Avenue site (Phase I) and these temporary parking spaces shall be removed and the area restored upon the completion of the project at vacant portion of the site, formerly known as Site 653 (Phase II), to the satisfaction of the City Engineer.

68. No fewer than 6 on-site parking spaces shall be maintained on 8976 Cliffridge Avenue (Phase I) in the event that the Hillel project is not constructed on Site 653 (Phase II) in the approximate locations shown on the approved Exhibit "A", on the file in the Development Services Department and such parking spaces shall comply at all times with the SDMC and shall not be converted for any other use unless otherwise authorized by the City Engineer, to the satisfaction of the City Engineer.

69. No landscape and/or hardscape more than 30-inches in height shall be placed in the visibility triangle as shown on Exhibit "A."

70. Prior to the issuance of the first building permit, applicant shall deposit \$20,000 into a dedicated fund for the express purpose of the Development Services Department enforcement and monitoring of the permit conditions, with the proviso that if the \$20,000 is used for enforcement and drops below \$10,000, it will be replenished back to \$20,000. The fund shall be interest bearing with interest, minus administrative fees, accruing to the Permittee. Two years thereafter, a deposit of \$10,000 per year plus Consumer Price Index may be required at the sole discretion of the Development Services Director in subsequent years. Any portion of this deposit that is unused will be returned to the applicant.

71. Prior to the issuance of the first building permit, applicant shall assure by permit and bond, construction of new pedestrian curb ramps at the intersections of La Jolla Village Drive / La Jolla Scenic Way and Torrey Pines Road / La Jolla Village Drive, satisfactory to the City Engineer.

72. Prior to the issuance of the first building permit, applicant shall assure by permit and bond, reconstruction of La Jolla Scenic Drive North along its frontage between La Jolla Scenic Way and Cliffridge Avenue to provide 34 feet of pavement, curb, and gutter (curb to curb dimension) with an additional 12 feet curb to property line distance that includes the sidewalk for the north portion of La Jolla Scenic Drive North, satisfactory to the City Engineer.

73. The applicant shall install a pedestrian ramp on the west side of the intersection of La Jolla Scenic Drive North and Cliffridge Avenue prior to the issuance of the first building permit, to the satisfaction of the City Engineer.

74. Prior to the issuance of the first building permit, applicant shall assure by permit and bond installation of double yellow center line along the curve on Cliffridge Avenue and La Jolla Scenic Drive North, satisfactory to the City Engineer.

75. Prior to the issuance of the first building permit, applicant shall dedicate approximately 5-feet along project frontage on La Jolla Village Drive (as shown on Exhibit "A") and shall assure by permit and bond, reconstruction of curb, gutter, contiguous and non-contiguous sidewalk, with a 22-foot curb-to- property line distance, satisfactory to the City Engineer.

76. Prior to the issuance of the first building permit, applicant shall assure by permit and bond construction of a 10-foot wide pedestrian/bicycle path between La Jolla Scenic Drive North and Torrey Pines Road, satisfactory to the City Engineer.

77. The gate to the subterranean garage shall be monitored by Hillel's staff during all gatherings and the parking lot attendant shall be present to utilize the parking lifts, to the satisfaction of the City Engineer.

78. The applicant shall provide an on-site parking attendant to oversee the use of the lift parking spaces when the project has visitors expected above the non-lift space spaces required and during these higher demand times, visitors are expected to leave automobile keys to allow for vehicle movement as necessary to utilize the lift equipment within the parking lot, to the satisfaction of the City Engineer.

79. No fewer than 68 on-site parking spaces shall be maintained on the (Phase II) project site in the approximate locations shown on the approved Exhibit "A", on the file in the Development Services Department and such parking spaces shall comply at all times with the SDMC including 28 lift spaces and 3 accessible spaces and shall not be converted for any other use unless otherwise authorized by the City Engineer, to the satisfaction of the City Engineer.

80. At all bus stops within the project area, if any, the applicant shall be responsible for installing sidewalk improvements where needed to comply with Americans with Disability Act (ADA) requirements and in accordance with standards contained in the City of San Diego Street Design Manual.

81. The gate to the subterranean garage shall be monitored by Hillel's staff during all occasional special events.

82. A Transportation Demand and Parking Management (TDPM) Plan has been submitted for the project and includes the following:

- a) Provides staff at both Hillel facility and the off-site location to monitor parking for occasional special events.
- b) Publicizes the availability of off-site parking and transportation prior to the occasional special events.
- c) Annual post-occupancy parking demand study shall be conducted by Hillel for Shabbat services and occasional special services for 3 years after the facility becomes operational, satisfactory to the City Engineer. If post occupancy study indicates need for additional off-site parking, then Hillel shall secure the additional needed parking spaces, satisfactory to the Development Services Director. If post occupancy study indicates that Hillel has no need for the required off-site parking spaces, then those spaces do not need to be provided. The parking demand study should also include an annual summary of the type and frequency of the events that take place at Hillel's facility. The parking demand study should also monitor the use of the on-street parking in the vicinity of the project and eliminate any adverse impact of the project on the on-street parking.

83. The TDPM plan shall be adopted as a condition of this permit and the requirements of the TDPM plan become requirements of this permit. The monitoring program shall be conducted by the applicant and evaluated by the Development Services Director, or his or her designee, at least nine (9) times and no more than 12 times during the first year, and at least three (3) times and no more than five (5) times per year in subsequent years. The monitoring after the first year shall be conducted during times when school is in session and at least once during an occasional special event.

84. Prior to the expiration of the term of the shared parking agreement, Hillel shall provide a renewed shared parking agreement for the off-site parking requirement to the City of San Diego. If after the initial three-year Post Occupancy Evaluation (POE) period, Hillel finds that they no longer require the off-site parking, Hillel must submit a POE to the Development Services Director prior to rescinding the off-site parking agreement(s) per the TDPM plan.

85. The applicant shall notify the La Jolla Shores Association whenever the Traffic and Transportation Committee of the La Jolla Community Planning Association considers issues related to the TDPM plan.

#### **WATER REQUIREMENTS:**

86. Prior to the issuance of the first foundation, building or grading permit, the Owner/Permittee shall cut, plug and abandon the existing public 12-inch water facilities within the La Jolla Scenic Drive North right-of-way to be vacated, from La Jolla Scenic Way to Torrey Pines Road, in a manner satisfactory to the Water Department Director and the City Engineer.

87. Prior to the issuance of the first building permit, the Owner/Permittee shall assure, by permit and bond, the design and construction of public 16-inch water facilities and the cut, plug and abandonment of the existing public 8-inch water facilities within the La Jolla Scenic Drive

North right-of-way, from La Jolla Scenic Way to Torrey Pines Road, and connect to the 16-inch mains all existing water services still in service adjacent to the project, in a manner satisfactory to the Water Department Director and the City Engineer.

88. Prior to the issuance of the first building permit, the Owner/Permittee shall assure, by permit and bond, the design and construction of new water service(s), including domestic, fire and irrigation, and the disconnection at the mains of all existing unused water services adjacent to the project site, in a manner satisfactory to the Water Department Director and the City Engineer.

89. Prior to the issuance of any building permits, the Owner/Permittee shall apply for plumbing permit(s) for the installation of private back flow prevention device(s) on all water services to the development, including all domestic, fire and irrigation services, in a manner satisfactory to the Water Department Director and the City Engineer. All backflow prevention devices shall be located above grade and outside of any private structures.

90. Prior to the first final inspection of any building permit for the Hillel of San Diego project, the Owner/Permittee shall install and/or replace fire hydrants at locations satisfactory to the Fire Marshal, the Water Department Director and the City Engineer.

91. Prior to the first final inspection of any building permit for the Hillel of San Diego project, the Owner/Permittee shall design and construct new public water facilities, into acceptable alignments and rights-of-way, in the event any public water facility in the vicinity of the project site loses integrity due to the construction and grading activities associated with this development, in a manner satisfactory to the Water Department Director and the City Engineer.

92. Prior to the first final inspection of any building permit for the Hillel of San Diego project, the Owner/Permittee shall grant acceptable water easements over all public water facilities located outside of fully improved public rights-of-way, in a manner satisfactory to the Water Department Director and the City Engineer. Minimum water easement width, for exclusive use of public water mains with no appurtenances, shall be 15-feet-wide.

93. Prior to the first final inspection of any building permit for the Hillel of San Diego project, all public water facilities necessary to serve this development shall be complete and operational in a manner satisfactory to the Water Department Director and the City Engineer.

94. The Owner/Permittee agrees to design and construct all proposed public water facilities in accordance with established criteria in the most current edition of the City of San Diego Water Facility Design Guidelines and City regulations, standards and practices pertaining thereto. Public water facilities and easements, as shown on approved Exhibit "A," shall be modified at final engineering to comply with standards.

#### **WASTEWATER REQUIREMENTS:**

95. Prior to issuance of any building permits, the developer shall assure, by permit and bond, the design and construction of the realignment of the existing 8" public sewer main at the



intersection of La Jolla Scenic Drive North and Cliffridge Avenue, satisfactory to the Metropolitan Wastewater Department Director.

96. Prior to issuance of any building permits, the developer shall prepare appropriate public improvement plans for the construction of the realignment of the existing 8" sewer main at the intersection of La Jolla Scenic Drive North and Cliffridge Avenue, satisfactory to the Metropolitan Wastewater Director, and it shall be reviewed and approved by the Wastewater Plan Check Section.

97. Prior to the issuance of any certificate of occupancy, the developer shall have the construction of the realignment of the existing 8" sewer main at the intersection of La Jolla Scenic Drive North and Cliffridge Avenue completed per approved plans and satisfactory to the Wastewater Department Director and the City Engineer.

98. Prior to the issuance of any certificate of occupancy, the developer shall have the construction of the realignment of the existing 8" sewer main at the intersection of La Jolla Scenic Drive North and Cliffridge Avenue completed per approved plans and satisfactory to the Wastewater Department Director and the City Engineer.

99. The developer shall design and construct all proposed public sewer facilities to the most current edition of the City of San Diego's Sewer Design Guide.

100. Proposed private underground sewer facilities located within a single lot shall be designed to meet the requirements of the California Uniform Plumbing Code and shall be reviewed as part of the building permit plan check.

101. Proposed private underground sewer facilities located within a single lot shall be designed to meet the requirements of the California Plumbing Code and shall be reviewed as part of the building permit plan check.

**INFORMATION ONLY:**

- Any party on whom fees, dedications, reservations, or other exactions have been imposed as conditions of approval of this development permit, may protest the imposition within ninety days of the approval of this development permit by filing a written protest with the City Clerk pursuant to California Government Code §66020.
- This development may be subject to impact fees at the time of construction permit issuance.

APPROVED by the City Council of the City of San Diego on \_\_\_\_\_ by Resolution Number R-\_\_\_\_\_.

002765

DRAFT CITY COUNCIL SITE DEVELOPMENT PERMIT

ATTACHMENT 10

Site Development Permit No. 527861

Date of Approval:

AUTHENTICATED BY THE DEVELOPMENT SERVICES DEPARTMENT

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Daniel Stricker  
Development Project Manager

**NOTE: Notary acknowledgment  
must be attached per Civil Code  
section 1189 et seq.**

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The undersigned Owner/Permittee, by execution hereof, agrees to each and every condition of this Permit and promises to perform each and every obligation of Owner/Permittee hereunder.

[NAME OF COMPANY]

Owner/Permittee

By \_\_\_\_\_

NAME

TITLE

[NAME OF COMPANY]

Owner/Permittee

By \_\_\_\_\_

NAME

TITLE

**NOTE: Notary acknowledgments  
must be attached per Civil Code  
section 1189 et seq.**

**DRAFT Resolution for Approving/Denying Permits**

(R-\_\_\_\_\_)

RESOLUTION NUMBER R-\_\_\_\_\_

ADOPTED ON \_\_\_\_\_

WHEREAS, ROBERT MARSHALL, Trustee, Owner, and HILLEL OF SAN DIEGO, a California nonprofit Corporation, Permittee (Phase I) and HILLEL OF SAN DIEGO, a California nonprofit Corporation, Owner and Permittee (Phase II), filed an application with the City of San Diego for a Site Development Permit [SDP] No. 527861 to allow for the development of a two-phased project to continue the use of an existing single-family dwelling for religious offices and related purposes as a Phase I entitlement; and to develop a vacant triangular shaped, approximately 0.77-acre parcel on the south side of La Jolla Village Drive between Torrey Pines Road and La Jolla Scenic Way with a 12,100 square-foot religious student center with a lower level garage of 17,000 square-feet of area as a Phase II entitlement. Phase I involves the continued use of a 1,792 square-foot single-family residence and garage/storage structure at 8976 Cliffridge Avenue for religious offices and related use until such time as the proposed Phase II is developed and approved for occupancy. Phase II involves the development of a two-level religious student center consisting of an upper level main floor use area of 12,100 square-feet and a lower subterranean garage of 17,000 square-feet for the parking of 68 vehicles, trash enclosures and elevators. Both are located in the SF Zone of La Jolla Shores Planned District within the La Jolla Community Plan, Coastal Height Limit Overlay Zone, Parking Impact Overlay Zone, and Council District 1. Phase I is legally described as Lot 67 of La Jolla Highlands Unit No. 3 in the City of San Diego, County of San Diego, State of California, according to the map thereof No. 3528, filed in the Office of the County Recorder of San Diego County, October 19, 1956. Phase

It is legally described as a portion of Lot 1299, Miscellaneous Map 36, Pueblo Lands. Both sites are within Township 15 South, Range 4 West, San Bernardino Base Meridian, in the La Jolla Community Plan area, in the Single Family (SF) Zone of the La Jolla Planned District; and

WHEREAS, on October 16, 2008, the Planning Commission of the City of San Diego considered SDP No. 527861, and pursuant to Resolution No. \_\_\_\_\_ -PC voted to recommend City Council approval/denial of the permit; and

WHEREAS, the matter was set for public hearing on \_\_\_\_\_, 2008 testimony having been heard, evidence having been submitted, and the City Council having fully considered the matter and being fully advised concerning the same; NOW, THEREFORE,

BE IT RESOLVED, by the Council of the City of San Diego, that it adopts the following findings with respect to SDP No. 527861:

**Findings Site Development Permit - Section 126.0504**

**(a) Findings for all Site Development Permits**

**1. The proposed development will not adversely affect the applicable land use plan;**

The project proposes the development of a two-phased project to continue the use of an existing single-family dwelling for religious offices and related purposes as a Phase I entitlement; and to develop a vacant triangular shaped parcel on the south side of La Jolla Village Drive between Torrey Pines Road and La Jolla Scenic Way with a 12,100 square-foot religious student center with a lower level garage of 17,000 square-feet of area as a Phase II entitlement. The City Council has required the retention of 10,000 square-feet of landscaping as a public amenity and a bike/pedestrian path required by City staff will separate the new religious student center from the adjacent single-family residence.

The project site consists of a total area of approximately 42,684 square feet which includes a single family home used for religious purposes located at 8976 Cliffridge Avenue (8,358 square feet existing; 9,166 square feet after the public right-of-way vacation), and the existing adjacent vacant site (15,350 square feet existing; 33,518 square feet after the public right-of-way vacation) which is bound on the north by La Jolla Village Drive, on the east by La Jolla Scenic Way and on the south by La Jolla Scenic Drive North. The project site is located in the Single Family Zone of the La Jolla Shores Planned District within the La Jolla Community Planning Area, Coastal Height Limit Overlay Zone, and the Campus Parking Impact Overlay Zone. The project site is not within the Coastal Overlay Zone. The Single Family Zone of the La Jolla Shores Planned District permits use for churches, temples and buildings of a religious nature.

The subject properties are designated as Low Density Residential (5-9 du/ac) in the La Jolla Community Plan. Religious uses are commonly found to fit within residential areas without adversely affecting the Land Use Plan. Additionally, the proposed use is permitted by the La Jolla Shores Planned District Ordinance which was adopted specifically to implement the Land Use Plan. The Hillel center is located directly across the street from the University of California and on the northern edge of the adjacent residential neighborhood, making it an appropriate location for the student-related activity.

The proposed development incorporates a number of specific design features which will allow the religious student center to achieve compatibility with the existing residential development in the vicinity. The center utilizes variations in height, textures, and rooflines in order to create the appearance of a series of smaller, individual structures. In addition, lower portions of the structure are concealed behind landscaped berms which will reduce the overall scale of the structure as viewed from the adjacent residential neighborhood. Torrey Pine trees are proposed as both street trees and in informal groupings around the periphery of the project, and will further screen and soften the structure at maturity. Parking for the facility is located within a subterranean garage and meets the San Diego Municipal Code requirement of 68 vehicle parking spaces. The garage is also equipped with a loading area, trash and recycling area, and a service elevator, so that any noise and visual impacts associated with these activities will be screened from surrounding residents.

In order to further minimize impacts to the adjacent residential neighborhood, staff has proposed specific conditions limiting the hours of operation for the center and the frequency of large events. The center will be permitted to be open from 7:00 AM to 10:00 PM daily, while all post-event cleanup and securing of the center must conclude by 11:00 PM. The number of occasional special events for the first twelve months of operation shall be limited to six. The number may be increased after the first year to a maximum of nine occasional special events per year with the approval of the Development Services Department Director, in his or her sole discretion, where Neighborhood Code Compliance will be in charge of documenting the number of these events.

The project also implements policies of the La Jolla Community Plan which recommend enhanced pedestrian-orientation. Non-contiguous sidewalks are located along the La Jolla Village Drive and La Jolla Scenic Drive North frontages, with Torrey Pine trees and other landscaping planted between the curb and sidewalk. While screening the project from the adjacent residential neighborhood, this configuration would also buffer pedestrians from automobile traffic to create an environment conducive to walking and transit use. As such, students would be encouraged to use transit or walk from the University of California at San Diego (UCSD) campus to the student center, reducing automobile traffic and demand for parking at the center.

The project is consistent with the policies contained in the La Jolla Community Plan to build out residential areas with development that is consistent with the surrounding area's residential character. The project is designed to blend with the scale and character of the surrounding residential uses with, similar setbacks, residential massing, warm materials,

landscape berms and native vegetation. The building maintains a single story scale with a combination of flat and sloping roofs to provide articulation. At a proposed maximum height of 22 feet, the project is well under the 30-foot height limit of the zone.

By incorporating the cited design features and the conditions regarding operation of the center, the project implements the policies of the La Jolla Community Plan and will not adversely affect the applicable land use plans.

**2. The proposed development will not be detrimental to the public health, safety, and welfare; and**

The project proposes the development of a two-phased project to continue the use of an existing single-family dwelling for religious offices and related purposes as a Phase I entitlement; and to develop a vacant triangular shaped parcel on the south side of La Jolla Village Drive between Torrey Pines Road and La Jolla Scenic Way with a 12,100 square-foot religious student center with a lower level garage of 17,000 square-feet of area as a Phase II entitlement. The City Council has required the retention of 10,000 square-feet of landscaping as a public amenity and a bike/pedestrian path required by City staff will separate the new religious student center from the adjacent single-family residence.

The project site consists of a total area of approximately 42,684 square feet which includes a single family home used for religious purposes located at 8976 Cliffridge Avenue (8,358 square feet existing; 9,166 square feet after the public right-of-way vacation), and the existing adjacent vacant site (15,350 square feet existing; 33,518 square feet after the public right-of-way vacation) which is bound on the north by La Jolla Village Drive, on the east by La Jolla Scenic Way and on the south by La Jolla Scenic Drive North. The project site is located in the Single Family Zone of the La Jolla Shores Planned District within the La Jolla Community Planning Area, Coastal Height Limit Overlay Zone, and the Campus Parking Impact Overlay Zone. The project site is not within the Coastal Overlay Zone. The Single Family Zone of the La Jolla Shores Planned District permits use for churches, temples and buildings of a religious nature.

The City of San Diego conducted an Initial Study, which determined that the proposed project construction could potentially result in significant but mitigable impacts in the areas of Paleontological Resources and Parking. Mitigated Negative Declaration Number 149437 was prepared for the project in accordance with the State of California Environmental Quality Act (CEQA) Guidelines. A Mitigation, Monitoring, and Reporting Program would be implemented which would reduce, to below a level of significance, the potential environmental impacts identified from the environmental review process for Paleontological Resources and Parking.

The proposed religious use is permitted in the La Jolla Shores Planned District Single-Family zone and would provide valuable services to UCSD students, the community of La Jolla and the City and County of San Diego. As designed, both phases of the development are compatible in character and scale with surrounding residential uses. In addition, Phase II will transform what is now a vacant, remnant parcel into a park-like amenity at a prominent gateway into the La Jolla community. The project is consistent with the applicable land use plans, complies with the regulations of the California Building Code and would benefit the UCSD and La Jolla communities. The project

proposes to deviate from the regulations governing minimum width of a non-residential driveway. Staff supports the requested deviations as they are minor in nature, in some cases temporary, and reduce the impacts to existing on-street parking. Other than the requested deviations to driveway widths, the project is in conformance to the San Diego Municipal Code. For those reasons, the project would not be detrimental to the public health, safety and welfare.

**3. The proposed development will comply with the applicable regulations of the Land Development Code.**

The project proposes the development of a two-phased project to continue the use of an existing single-family dwelling for religious offices and related purposes as a Phase I entitlement; and to develop a vacant triangular shaped parcel on the south side of La Jolla Village Drive between Torrey Pines Road and La Jolla Scenic Way with a 12,100 square-foot religious student center with a lower level garage of 17,000 square-feet of area as a Phase II entitlement.

The use of the single-family home for religious purposes is proposed to continue until such time that the entitlements for Phase II are approved, and the 12,100 square-foot religious student center is constructed and approved for occupancy. Should Phase II be approved, the religious uses taking place in the single-family home would move into the new 12,100 square-foot facility, and the single-family home would return to a residential use. The existing single-family residence was constructed according to all codes and regulations in effect at the time of construction. Upon entitlement approval, building permits would be processed which would bring the existing single-family home into compliance with California Building Code requirements for the change of occupancy, including an increase in off-site parking.

As allowed through the approval of a Site Development Permit, the applicant is requesting to deviate from the regulations governing minimum width of non-residential driveways. Staff supports the requested deviations as they are minor in nature, in some cases temporary, and reduce the impacts to existing on-street parking.

Other than the proposed deviations described the proposed development would comply with the applicable regulations of the San Diego Municipal Code and be consistent with the recommended land-use, design guidelines, and development standards in effect for this site. The project has been reviewed in accordance with all applicable development regulations and the La Jolla Community Plan and Local Coastal Program, the City's General Plan, and the California Environmental Quality Act, and the permit has been conditioned to meet those requirements. Staff has determined the project complies with the applicable development regulations and would be consistent with the purpose and intent of the underlying zone. Staff believes the religious student center project is well designed and would be an asset to the neighborhood. Therefore, proposed development will comply with the applicable regulations of the Land Development Code.

**(m) Supplemental Findings—Deviations for Sustainable Development**

- 1. The proposed development will materially assist in accomplishing the goal of providing affordable housing opportunities in economically balanced communities**

throughout the City, and/or the proposed development will materially assist in reducing impacts associated with fossil fuel energy use by utilizing alternative energy resources, self generation and other renewable technologies (e.g. photovoltaic, wind, and/or fuel cells) to generate electricity needed by the building and its occupants;

The project proposes the development of a two-phased project to continue the use of an existing single-family dwelling for religious offices and related purposes as a Phase I entitlement; and to develop a vacant triangular shaped parcel on the south side of La Jolla Village Drive between Torrey Pines Road and La Jolla Scenic Way with a 12,100 square-foot religious student center with a lower level garage of 17,000 square-feet of area as a Phase II entitlement.

The applicant is requesting to deviate from the regulations governing minimum width of non-residential driveways. Staff supports the requested deviations as they are minor in nature, in some cases temporary, and reduce the impacts to existing on-street parking.

The San Diego Municipal Code (SDMC) allows flexibility in the application of development regulations (deviations) for sustainable developments where strict application of the base zone development regulations would restrict design options and result in a less desirable project, through the processing of a Site Development Permit. The purpose of these regulations is to provide flexibility in the application of development regulations for projects which will materially assist in reducing impacts associated with fossil fuel energy use by utilizing alternative energy resources, self-generation and other renewable technologies (e.g. photovoltaic, wind, and/or fuel cells) to generate electricity needed by the building and its occupants.

The proposed development will materially assist in accomplishing the goal of reducing impacts associated with fossil fuel energy use and meet the requirements of City of San Diego Council Policy 900-14 through the installation of roof mounted photovoltaic panels and a fuel cell to provide 30% of the project's energy use through alternative means.

In addition the project's design proposes to incorporate the U. S. Green Building Council's Leadership in Energy and Environmental Design (LEED) silver design standards for sustainable design.

Therefore, the proposed development will materially assist in accomplishing the goal of reducing impacts associated with fossil fuel energy use by utilizing alternative energy resources.

**2. The development will not be inconsistent with the purpose of the underlying zone;**

The project proposes the development of a two-phased project to continue the use of an existing single-family dwelling for religious offices and related purposes as a Phase I entitlement; and to develop a vacant triangular shaped parcel on the south side of La Jolla Village Drive between Torrey Pines Road and La Jolla Scenic Way with a 12,100 square-



foot religious student center with a lower level garage of 17,000 square-feet of area as a Phase II entitlement.

The project site is located in the Single Family Zone of the La Jolla Shores Planned District within the La Jolla Community Planning Area, Coastal Height Limit Overlay Zone, and the Campus Parking Impact Overlay Zone, and is designated for residential use in the La Jolla Community Plan. The La Jolla Shores Planned District Ordinance permits churches, temples or buildings of a permanent nature, used primarily for religious purposes in the SF zone. The use of the single-family home for religious purposes is proposed to continue until such time that the entitlements for Phase II are approved, and the 12,100 square-foot religious student center is constructed and approved for occupancy. Should Phase II be approved, the religious uses taking place in the single-family home would move into the new 12,100 square-foot facility, and the single-family home would return to a residential use. Should Phase II not be approved, the single-family home would remain as a religious use indefinitely, as allowed by the La Jolla Shores Planned District Ordinance.

The proposed development incorporates a number of specific design features which will allow the religious student center to achieve compatibility with the existing residential development in the vicinity. The center utilizes variations in height, textures, and rooflines in order to create the appearance of a series of smaller, individual structures. In addition, lower portions of the structure are concealed behind landscaped berms which will reduce the overall scale of the structure as viewed from the adjacent residential neighborhood. Torrey Pine trees are proposed as both street trees and in informal groupings around the periphery of the project, and will further screen and soften the structure at maturity. Parking for the facility is located within a subterranean garage and meets the San Diego Municipal Code requirement of 68 vehicle parking spaces. The garage is also equipped with a loading area, trash and recycling area, and a service elevator, so that any noise and visual impacts associated with these activities will be screened from surrounding residents.

In order to further minimize impacts to the adjacent residential neighborhood, staff has proposed specific conditions limiting the hours of operation for the center and the frequency of large events. The center will be permitted to be open from 7:00 AM to 10:00 PM daily, while all post-event cleanup and securing of the center must conclude by 11:00 PM. The number of occasional special events for the first twelve months of operation shall be limited to six. The number may be increased after the first year to a maximum of nine occasional special events per year with the approval of the Development Services Department Director, in his or her sole discretion, where Neighborhood Code Compliance will be in charge of documenting the number of these events.

The project also implements policies of the La Jolla Community Plan which recommend enhanced pedestrian-orientation. Non-contiguous sidewalks are located along the La Jolla Village Drive and La Jolla Scenic Drive North frontages, with Torrey Pine trees and other landscaping planted between the curb and sidewalk. While screening the project from the adjacent residential neighborhood, this configuration would also buffer pedestrians from automobile traffic to create an environment conducive to walking and

transit use. As such, students would be encouraged to use transit or walk from the UCSD campus to the student center, reducing automobile traffic and demand for parking at the center.

The project is designed to blend with the scale and character of the surrounding residential uses with, similar setbacks, residential massing, warm materials, landscape berms and native vegetation. The building maintains a single story scale with a combination of flat and sloping roofs to provide articulation and meets coverage requirements. At a proposed maximum height of 22 feet, the project is well under the 30-foot height limit of the zone. Therefore, the proposed development will not be inconsistent with the purpose of the underlying zone.

- 3. Any proposed deviations are appropriate for this location and will result in a more desirable project than would be achieved if designed in strict conformance with the development regulations of the applicable zone.**

The project proposes the development of a two-phased project to continue the use of an existing single-family dwelling for religious offices and related purposes as a Phase I entitlement; and to develop a triangular shaped parcel on the south side of La Jolla Village Drive between Torrey Pines Road and La Jolla Scenic Way with a 12,100 square-foot religious student center with a lower level garage of 17,000 square-feet of area as a Phase II entitlement.

The deviations requested within the proposed project affect temporary improvements in Phase I of the project and permanent improvements within Phase II. The first Phase I deviation is a request to deviate from San Diego Municipal Code regulations governing minimum width of a non-residential driveway. This would be a temporary deviation from the driveway width requirements, whereas, the applicant is proposing a 12-foot curb cut to access 8976 Cliffridge Avenue where the San Diego Municipal Code requires 24 feet for a non-residential use. This deviation assumes approval of Phase II and the public right-of-way vacation request. When Phase II is constructed, the religious offices and related use at 8976 Cliffridge Avenue would move into the new 12,100 square-foot facility (Phase II) and the single-family home would revert back to its original use, which only requires a 12-foot curb cut as a residential use.

The second deviation for Phase I is also a request to deviate from San Diego Municipal Code regulations governing minimum width of a non-residential driveway. However, this would be permanent deviation from the driveway width requirements, whereas, the applicant is proposing a 20-foot curb cut to access 8976 Cliffridge Avenue where the San Diego Municipal Code requires 24 feet for a non-residential use. This deviation assumes denial of Phase II and the Public Right-of-Way Vacation request, and the permanent use of the single family home at 8976 Cliffridge Avenue as a non-residential use. The deviation would be necessary to allow the single-family house at 8976 Cliffridge Avenue to have access to the street for the 6 required parking spaces. The deviation is required to preserve an existing mature tree and to allow code required depth of parking spaces. In addition, the deviation allows for the preservation of on street parking as well as maintaining visual consistency with adjacent single family development.

The deviation for Phase II is also a request to deviate from San Diego Municipal Code regulations governing minimum width of a non-residential driveway, whereas, the applicant is proposing a 22-foot curb cut to access the underground parking garage as a part of Phase II where the San Diego Municipal Code requires 24 feet for a non-residential use. The deviation is necessary to allow for shared emergency egress, a turnaround (if denied access to the garage) from the garage and for required number of parking spaces to be provided. This minimizes the building's encroachment on the site, keeps the driveway as far away from adjacent intersections as possible, and minimizes the loss of on-street parking.

The proposed deviations assist in preserving the single-family nature of the surrounding development rather than emphasizing vehicular access which would increase the amount of impervious surfaces in the area and produce the potential for greater storm water runoff. Therefore, the proposed deviations are appropriate for this location and will result in a more desirable project than would be achieved if designed in strict conformance with the development regulations of the applicable zone

The above findings are supported by the minutes, maps and exhibits, all of which are herein incorporated by reference.

BE IT FURTHER RESOLVED, that the recommendation of the Planning Commission is sustained, and Site Development Permit No. 527861 is granted to ROBERT MARSHALL, Trustee, Owner, and HILLEL OF SAN DIEGO, a California nonprofit Corporation, Permittee (Phase I) and HILLEL OF SAN DIEGO, a California nonprofit Corporation, Owner and Permittee (Phase II), under the terms and conditions set forth in the permit attached hereto and made a part hereof.

APPROVED: MICHAEL AGUIRRE, City Attorney

By \_\_\_\_\_  
NAME  
Deputy City Attorney

ATTY/SEC. INITIALS

DATE

Or.Dept:Clerk

R- \_\_\_\_\_

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Reviewed by Daniel Stricker

002775

Hillel – TDPM Plan

ATTACHMENT 12

**Transportation Demand and Parking Management Plan  
Hillel Facility for UCSD Students  
San Diego, California**

September 19, 2008

**Purpose and Need**

Hillel of San Diego is proposing to develop Site 653 in the City of San Diego with an approximately 12,100 square foot Hillel Center to serve the Jewish students at UCSD. The Kimley Horn, *Traffic Generation, Site Access and Parking Evaluation of Hillel of San Diego Facility* of May 2004 indicated that a forty (40) space subterranean on-site parking structure previously planned within this project was expected to fully accommodate Hillel's parking needs for its regular weekly events, including its largest weekly event, Friday evening Shabbat services, held throughout the school academic year. The Parking Study was supported by surveys of modes of transportation by UCSD students attending Hillel events, by post occupancy studies at other Hillel facilities, and by the parking impact experience of other Hillel facilities. However, Hillel will provide a minimum of sixty-eight (68) on-site, underground parking spaces to ease the parking impact concerns of the surrounding community and meet the requirements of the San Diego Municipal Code. Hillel is employing parking lifts to achieve this number. Pursuant to providing sixty-eight (68) parking spaces on site, Linscott, Law & Greenspan, Engineers (LLG) provided a new *Traffic Impact Analysis*, dated July 07, 2008 to study the impact of the Hillel facility on the adjacent traffic environment. LLG provided traffic analysis for very "worst case" scenarios of "everybody walking" and "everybody driving" to the Hillel facility on a Friday, which is anticipated to be the day with the most potential impact to the facility and surrounding areas.

Hillel recognizes that the La Jolla Highlands neighborhood has experienced adverse parking impacts due to the growth of the UCSD campus. Hillel is committed to insuring that its new facility will not increase the adverse parking impacts on this residential neighborhood. Therefore, Hillel of San Diego agrees to bind its use of the facility to a Transportation Demand and Parking Management plan (TDPM).

This Transportation Demand and Parking Management (TDPM) plan provides specific, measurable and interactive procedures to mitigate any parking and traffic impacts on the La Jolla Highlands neighborhood. While it is anticipated that the most common methods of traveling to and from the Hillel student center will involve non Single Occupancy Vehicle (SOV) modes of travel (i.e., walking, biking, UCSD shuttle service<sup>1</sup>, public transit, carpooling etc.), it is recognized that some vehicles will be used to travel to and from the project. Accordingly, Hillel of San Diego has structured this TDPM plan to minimize or eliminate potential parking impacts associated with the project.

Transportation Demand and Parking Management (TDPM) measures include:

- A parking management strategy to control parking activity.
- Procedures to monitor and quantify the parking activity.
- Methods to validate the Linscott, Law & Greenspan, Engineers *Traffic Impact Analysis* of the Hillel of San Diego Facility dated July 07, 2008 via post-occupancy surveys and evaluations.
- Specific post occupancy modifications to be implemented in the event that the parking activity does or does not indeed significantly impact the La Jolla Highlands neighborhood.
- A mechanism to monitor and respond to feedback from members of the community.

This TDPM plan is a living document. The TDPM plan shall be adopted as a condition of the Site Development Permit. The monitoring program shall be conducted by Hillel in accordance with the *Post-Occupancy Surveys, Evaluations, and Studies* section of this TDPM plan. Hillel will meet with City of San Diego staff 3 years after Hillel opens to adapt and amend this TDPM plan, as needed, based upon the realities of the project's parking activity.

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<sup>1</sup> The shuttle has an existing stop within ¼ mile of the facility and operates on a 10 minute frequency during the hours of 7:00 AM and Midnight, Mondays through Fridays and 9:00AM to Midnight on weekends.

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- 1. Transportation Demand and Parking Management Strategy**
- 2. Monitoring and Quantification**
- 3. Post Occupancy Surveys, Evaluations, and Studies**
- 4. Post Occupancy Modifications**

## **Transportation Demand and Parking Management Strategy**

This section outlines the methods used to manage the transportation and parking demands of the Hillel attendees during peak use of the facility (i.e., during Shabbat services and Occasional Special Events) after full occupancy of the facility is achieved. The goal of this TDPM plan strategy is to avoid spillover parking on neighboring streets during these activities. This goal will be achieved through the following policies and procedures:

### **I. Transportation Demand Strategy**

- A. Emphasis on alternative modes of transportation**
- B. Remote parking shuttle service and staffing of off-site parking**
- C. Information program**
- D. Hillel student center policies**
- E. Community outreach**

### **II. Parking Management Strategy**

- F. Maximum building occupancy policies**
- G. Shabbat service and Occasional Special Events parking monitoring**
- H. Off-site parking agreements**
- I. Daily parking policy**
- J. Policies pertaining to Occasional Special Events**
- K. Policies pertaining to the garage gate**
- L. Staff parking access**
- M. Monitoring of neighborhood parking**

#### **A. Emphasis on alternative modes of transportation**

Students will be encouraged to walk, bike, use the existing UCSD shuttle, and carpool to the facility when feasible.

- Bike racks will be provided within the garage.
- Flyers with information on the UCSD shuttle route will be provided at the Hillel Student Center.
- The UCSD Community Service Officer (CSO) Program system will be publicized and encouraged for people who do not want to walk alone to and from the Hillel student center.

#### **B. Remote parking shuttle service and staffing of off-site parking**

Hillel shall provide shuttle service between the off-site parking location(s) and the Hillel facility for both weekly Friday Shabbat services and the Occasional Special Events.

- The remote lot shuttle will drop passengers off within the subterranean parking garage. The shuttle will be provided one hour before to one hour after each event.
- Hillel shall provide staff at both the Hillel facility and the off-site locations to monitor parking for Shabbat services and Occasional Special Events.
  - In the event that the designated off-site parking location is changed for Friday night Shabbat services, Hillel shall provide a parking



attendant at the original location an hour before the scheduled start time until an hour after the scheduled start time, for the first two scheduled events after the location change, to direct any applicable vehicles to the new off-site parking location. Hillel will also publish the change of location on its website and inform students by e-mail and other methods of the change of location as specified under the information program described herein.

- The monitors of the parking locations will have two-way communication capability to ensure shuttle riders are served.
- In the event of failure of the parking shuttle to operate during any Shabbat services or Occasional Special Events, Hillel will immediately suspend any activities with more than 204 people in attendance at the facility until the shuttle service is resumed and the resumed operation is approved by the Mayor/City Manager in his or her sole discretion.

### **C. Information program**

Hillel will implement a comprehensive public information program to educate all Hillel students and visitors about the options for coming and going from the Hillel student center.

- The Shuttle pick-up/drop-off times and route map will be published on Hillel's website and available as a flyer in the Hillel office.
- A flyer will be produced by Hillel regarding transportation options and parking regulations. The flyer will include information on alternative modes of transportation to and from the Hillel student center, locations of off-site parking, recommended pedestrian arrival and departure, and parking permit regulations.
- This information will also be available to the students and general community through Hillel's website.
- Other materials that will include information pertaining to the TDPM plan are the quarterly calendar of events and the weekly Hillel e-mail.
- Hillel will also announce parking availability and regulations during announcements at Friday night Shabbat services.
- Hillel will advise visitors to the center for Friday night Shabbat services and during Occasional Special Events not to park in the neighborhood and that individuals that fail to comply with this policy will be asked to move their car or to leave the Hillel facility. The following will be included on the website and all printed literature:

Please note that parking is available at Hillel on a first come/first serve basis. In order to be good neighbors, we will not allow parking on the surrounding neighborhood streets. Individuals who fail to honor this rule will be denied admission to Hillel. Overflow parking is available for free at [location to be determined] with a shuttle service one hour prior to one hour after Shabbat and Occasional Special Events. For locations please call Hillel or go to <http://hillelsd.org>

**D. Hillel student center policies**

- Hillel will not rent the facility for community weddings or Bar or Bat Mitzvahs.
- Hillel will not provide or rent the facility for use by other groups.
- Hillel hours of operation shall be limited to 7:00 a.m. to 10:00 p.m. Monday through Friday with events concluding by 10:00 p.m., allowing for 11:00 p.m. clean up and closing of the facility. Weekend hours shall be limited on Saturday from 8:00 a.m. to 10:00 p.m. and on Sunday from 10:00 a.m. to 6:00 p.m. unless there is a Jewish Holiday or Occasional Special Event.

**E. Community outreach**

- Hillel will be responsible for sending a representative to the La Jolla Community Planning Association's Traffic and Transportation committee at the beginning of each academic quarter (three times a school calendar year) to:
  - Update the community on Hillel's expected quarterly events.
  - Let the community know of any upcoming Occasional Special Events.
  - Update the community on the status of any complaints that have been received through Hillel's website and what response has been initiated.
  - Inform the community how to provide feedback through the website and have available hard-copy forms for those without internet access.
- Hillel shall notify the La Jolla Shores Association of any time that the Traffic and Transportation Committee of the La Jolla Community Planning Association considers issues related to the TDMP plan.
- Hillel agrees to participate in a Neighborhood Advisory Committee consisting of one representative from the University of California San Diego, two representatives appointed by the La Jolla Shores Association, two representatives appointed by Hillel, one neighborhood resident appointed by the City Council Representative for District One, and one neighborhood resident appointed by the Mayor/City Manager.
  - The committee shall be formed within thirty (30) days of the issuance of building permits, while working on construction issues as well, and shall work to facilitate appropriate interchange and beneficial collaboration between Hillel and the surrounding community, resolve disputes if possible, and advise the Development Services Department and the Neighborhood Code Compliance Department and the Mayor/City Manager of any disputes that are not resolved.

**F. Maximum building occupancy policies**

- The maximum building occupancy shall be 204 people at all times, except for Occasional Special Events.
- Occasional Special Events shall have a maximum occupancy of 400 people. Any event attended by more than 204 people is considered an Occasional Special Event.

**G. Shabbat service and Occasional Special Events parking monitoring**

- The Hillel facility will have an attendant monitor the garage entry. If the garage is full, vehicles will be directed to the off-site parking location.

**H. Off-site parking agreements**

- In addition to the sixty-eight (68) spaces provided within the garage, Hillel shall provide an additional sixty-seven (67) off-site parking spaces through shared parking agreement for Hillel's weekly Shabbat services. The sixty-seven (67) parking spaces shall be available from one hour prior to the event until one hour after each Shabbat service. Hillel has entered into a parking agreement with UCSD to satisfy the Shabbat services off site parking requirement.
- Hillel shall provide an additional seventy-five (75) off-site parking spaces through shared parking agreement for Hillel's Occasional Special Events. The seventy-five (75) parking spaces shall be available from one hour prior to the event until one hour after each event. Hillel has entered into a parking agreement with UCSD to satisfy the Occasional Special Event parking requirement.
- Hillel has entered into a shared parking agreement for Shabbat service parking and Occasional Special Events parking with UCSD. Hillel will perform all of its obligations under this agreement and will maintain the agreement in full force and effect. Hillel will not amend or modify the shared parking agreement without the prior approval of the City of San Diego. Hillel will either cause the UCSD agreement to be extended prior to expiration of its term, or will enter into a new shared parking agreement with an off-site parking provider(s) for the required off-site parking spaces, satisfactory to the City of San Diego. In the event of cancellation of a shared parking agreement, Hillel will immediately suspend any activities with more than 204 people in attendance, which would effectively bring the cap down to what sixty-eight (68) spaces would support, including Shabbat services and Occasional Special Events at the facility until an equivalent parking management plan or shared parking agreement is secured and approved by the Mayor/City Manager in his or her sole discretion.
- During Shabbat services and Occasional Special Events, signs shall be placed and maintained in front of the project clearly indicating available parking spaces at the off-site location(s).
- The parking attendant in the subterranean parking garage will provide directions to the offsite parking location and shuttle information.
- During Shabbat services and Occasional Special Events, signs shall be placed and maintained at the entrance of the off-site parking location(s) clearly indicating that parking spaces are available for Hillel.
- If any of the off-site locations are further than 600' from the site, Hillel will provide shuttle service referred to in Section B of the *Transportation Demand Strategy* of this TDPM plan.

**I. Daily parking policy**

- All visitor parking within the subterranean garage shall be for people visiting the Hillel facility only and shall only be for the duration of their visit to the Hillel facility.
- Two signs will be posted within the parking garage notifying drivers that the garage parking is for Hillel use only and all others will be towed.

**J. Policies pertaining to occasional special events**

- There will be a maximum of six (6) times during the first twelve (12) months of operation in which Hillel can hold an Occasional Special Event. The maximum number of Occasional Special Events may be increased after the first year to nine (9) times per year with the approval of the Mayor/City Manager, in his or her sole discretion, where the Neighborhood Code Compliance Department will be in charge of supervising the number of these events. The following policies will apply:
  - Hillel will notify neighbors a minimum of three weeks in advance of Occasional Special Events in specific reference to parking accommodations, expected attendance, and the nature of the event.
  - Notice will be made through a direct mailer to all addresses within 300 feet of the Hillel student center and a representative will inform the La Jolla Community Planning Association's Traffic and Transportation committee (see community outreach for scheduled attendance), and the Hillel web site will post any Occasional Special Event information.

**K. Policies pertaining to the garage gate**

- The subterranean garage gate will generally be kept closed for security purposes.
- The subterranean garage gate will be monitored at all times from within the student center with video and voice equipment for remote-controlled access to visitors, during normal facility hours of operation.
- For Shabbat and Occasional Special Events the subterranean garage gate will be attended by the parking attendant from 1 hour before the event to 1 hour after the event to control access.
- Hillel will not prohibit any of its staff, visitors, or anyone participating in its on-site activities from parking in the garage, unless during Shabbat services or an Occasional Special Event where the garage is full and the remote parking lot and shuttle service are being utilized.

**L. Staff parking access**

- All staff members will have controlled access to the garage.

**M. Monitoring neighborhood parking**

- Hillel will monitor the parking activity within the La Jolla Highlands neighborhood by a neighborhood parking monitor from 1 hour before each Shabbat service to 1 hour after each Shabbat service has begun, 4 times per year, for 3 years after occupancy of the facility. The monitor will be authorized to request that any student or visitor who is going to Hillel to move their car out of the surrounding neighborhood.

## **Monitoring and Quantification**

There will be two types of parking monitoring. The first type includes methods by which Hillel will monitor their parking program and the second type includes methods that provide a means for the community to communicate any complaints they have directly to Hillel.

### **Methods of monitoring parking activity**

- Hillel will record the number of parking spaces used/available for each Shabbat and Occasional Special Event at both the on-site parking garage and the off-site parking location.
- Hillel's appointed monitor will collect data on the Shabbat service parking activity within the La Jolla Highlands neighborhood. The monitor will record the number of times students visiting Hillel must be told not to park on the following streets:
  - La Jolla Scenic Drive North (adjacent to the Hillel student center)
  - La Jolla Scenic Way
  - Cliffridge Ave between La Jolla Scenic Drive North and Nottingham Place
  - Nottingham Place
- Hillel will survey the on-street parking use at least nine (9) times and no more than twelve (12) times during the first year of operation and at least three (3) times and no more than five (5) times in subsequent years. The survey will start one hour prior to the beginning of Shabbat services and include measurements each hour until 1 hour after Shabbat services for the following streets:
  - La Jolla Scenic Drive North (adjacent to the Hillel student center)
  - La Jolla Scenic Way
  - Cliffridge Avenue between La Jolla Scenic Drive North and Nottingham Place
  - Nottingham Place

### **Methods for community feedback**

- Hillel will provide means for community feedback through the mail and its website.
- The website will contain a section devoted to parking information and feedback. Community members will be able to download a feedback form and submit it to Hillel either electronically or by mail. Community members will be asked to supply the specific date, time, vehicle license number and nature of their complaint.
- *The link to Hillel's online feedback form is <http://hillelsd.org>*
- For those without internet access, forms can be obtained by mail from Hillel at the facility's future address, to be determined upon issuance of building permits, or, at their location at the time of application, which is:
 

Hillel of San Diego  
8976 Cliffridge Avenue  
La Jolla, California 92037
- In addition, the Hillel representative to the La Jolla Community Planning Association's Traffic and Transportation committee will bring feedback forms to each meeting which a Hillel representative attends (see item E of the *Parking Management Strategy* of this TDPM plan.)

- Feedback forms will be provided to the La Jolla Community Planning Association's Traffic and Transportation committee for distribution at each of their meetings.
- Feedback must be in written form (via internet or hard copy) to be documented.
- Community feedback monitoring shall continue in perpetuity.

**Post-Occupancy Surveys, Evaluations, and Studies**

- Annual post-occupancy evaluation (or POE) studies shall be conducted by Hillel for Shabbat services and Occasional Special Events for 3 years after the facility becomes operational, satisfactory to the City Engineer and evaluated by the Mayor/City Manager at least nine (9) times and no more than twelve (12) times during the first year of occupancy, and at least three (3) times and no more than five (5) times per year in subsequent years as long as the TDPM plan remains in existence. The monitoring after the first year shall be conducted during times when school is in session and at least once during an Occasional Special Event. Hillel will submit a letter to the City of San Diego Development Services Department Director upon full occupancy to document when full occupancy was taken.
- Hillel will include the information gathered in the monitoring section of this TDPM plan, and the following additional items:
  - Number of cars that are turned away from the subterranean garage or the off-site location during each Shabbat
  - An annual summary of the type and frequency of the events that take place at Hillel's student center.
  - Review and summary of formal complaints that were submitted, with copies of the actual complaints.
  - Measurement of Hillel student on-street parking on the adjacent streets outlined in *Methods of Monitoring Parking Activity* during Shabbat.
  - Observe and survey the users of the off-site parking locations to find out:
    - How is it working?
    - How many cars are parking in the lot on Shabbat?
    - Is there any confusion?
  - Review operations of on-site parking to find out:
    - How many cars were turned away for each Shabbat?
    - How is it working?
    - Is there any confusion?
- Conclusions of the POE shall include:
  - The POE will determine the actual parking demand of the Hillel student center.
  - The POE will determine if there is an adverse impact upon the La Jolla Highlands neighborhood.
  - The POE will determine the validity of the calculated parking demand within the Linscott, Law & Greenspan, Engineers *Traffic Impact Analysis* of the Hillel of San Diego facility dated July 07, 2008.
- Hillel will submit the POE to the City of San Diego City Engineer and copy the La Jolla Community Planning Association's Traffic and Transportation committee.

**Post-Occupancy Modifications**

This section describes modifications that Hillel will employ depending on the conclusions found in the POE.

- Any modification to the TDPM (Transportation Demand and Parking Management) plan shall require a Process 4 modification to the SDP which can be appealed to the City Council.
- If conditions in the neighborhood change with respect to parking (such as red curbing, residential permit parking etc...) the Mayor/City Manager can modify or eliminate these requirements through a Process 4 modification to the SDP which can be appealed to the City Council.
- If the post occupancy study indicates the need for additional off-site parking, then Hillel shall secure the additional needed parking spaces, satisfactory to the Mayor/City Manager. If the post occupancy study indicates that Hillel has no need for the required off-site parking spaces, then those spaces do not need to be provided, and shared parking agreements can be terminated, through a Process 4 modification to the SDP which can be appealed to the City Council.
- If it is determined that more than 6 vehicles (10% of garage capacity), on average, are turned away from parking within the subterranean parking garage on Shabbat a parking permit policy will be implemented for parking within the subterranean garage during Shabbat services. Parking permit policies will be established in consultation with the Mayor/City Manager but may include the following: Sixty-one (61) free permits will be issued one week prior to the start of each academic quarter. Five (5) non-permitted spaces will be reserved for invited guests. Drivers with ADA needs will not be turned away if they do not have a permit. Two (2) spaces will be reserved for ADA users indefinitely. Up to twenty (20) of the sixty-one (61) permits will be dedicated for "drivers of carpools only". The remaining forty-one (41) permits will be distributed at Hillel's discretion based on the priority listing below. No permits will be issued to campus residents or others living within close proximity to campus. Once the permits have all been allocated, students who apply for Shabbat permits will be put on a waiting list and then be directed to park at one of the off-site locations if they still plan to drive to the site.

Priority of permits

- People with ADA needs
  - Carpoolers
  - Off-campus students
  - Others
  - Hillel will reserve the right to revoke a pass for a higher priority user.
- If the offsite parking location is within six hundred (600) feet of the project, no shuttle service shall be required.

**Post 3 Year Review**

- Any modification to the TDPM (Transportation Demand and Parking Management) plan shall require a Process 4 modification to the SDP which can be appealed to the City Council.



- If Hillel finds that they no longer require the off-site parking after the initial 3 year POE period, Hillel must submit a POE to the Mayor/City Manager prior to rescinding the off-site parking agreement(s).
- If the Mayor/City Manager deems it necessary based upon neighborhood complaints or other legitimate reasons verified by the City Traffic Engineer after the initial 3 year POE period, Hillel must submit a POE to the Mayor/City Manager for review and if necessary implementation of a post occupancy modification.

[END]

LICENSE AGREEMENT BETWEEN  
THE REGENTS OF THE UNIVERSITY OF CALIFORNIA  
AND  
HILLEL OF SAN DIEGO

This License Agreement ("Agreement") is made and entered into this (date to be filled in by UCSD-Real Estate Development after both parties have signed) 6th day of July, 2005, by and between THE REGENTS OF THE UNIVERSITY OF CALIFORNIA, a California corporation, ("Licensor"), on behalf of the San Diego Campus ("UCSD") and HILLEL OF SAN DIEGO, a California non profit corporation ("Licensee").

RECITALS

WHEREAS, Licensor is the owner of real property consisting of various parking lot facilities located at UCSD; and

WHEREAS, Licensee is proceeding with the development of a permanent Hillel Center ("Hillel Center") to serve the Jewish students at UCSD, to be located adjacent to UCSD on La Jolla Village Drive, and in connection with its development and use of the Hillel Center has requested permission for itself, its guests, and employees to use parking facilities in a parking lot at UCSD (the "Premises"), to be designated in accordance with the terms of this Agreement, for Licensee's use during Friday night Shabbat Services ("Shabbat Services") and for special event overflow parking up to 12 times per year ("Special Events") while UCSD is in session, at Licensor's facilities; and

WHEREAS, Licensor desires to grant such permission under the terms and conditions as set forth below:

NOW, THEREFORE, the parties agree as follows:

1. Use. Licensor hereby grants to Licensee, its agents and contractors, a non-exclusive License to enter upon and use the Premises and the right of ingress and egress to and from the Premises, subject to the terms and conditions herein, for the purpose of parking a maximum of sixty seven (67) passenger vehicles owned by Licensee's invitees, guests and employees for Shabbat Services and a maximum of seventy five (75) passenger vehicles owned by Licensee's invitees, guests and employees for Special Events and for providing for pick-up/drop off sites for shuttle services between the Premises and the Hillel Center ("License"). The hours of use permitted in this License shall be each Friday from 5 p.m. until 12:00 p.m. for the purpose of Shabbat Services. The hours of use for Special Events shall be subject to the prior designation and approval by Licensor for each requested date and time of use, in accordance with the notice procedures set forth herein. Provided, however, the use of the Premises will be subject to availability for Special Events occurring before 5 p.m. during UCSD's normal academic or work week.

2. Premises.

2.1 The particular parking lot facility to be used as the Premises hereunder shall be designated by Licensor from time to time during the term of this License in the exercise of Licensor's reasonable discretion, with the intent that Licensor shall reasonably designate a parking lot in closest proximity to the Hillel Center that is anticipated to have sufficient parking availability during the date and time of the Licensed use. Licensee has requested use of one of the following Lots P604 or P608 for Shabbat Services. The location of these Lots is depicted on Exhibit A attached hereto and incorporated herein by reference. Licensor and Licensee acknowledge that these facilities currently have adequate parking availability to meet Licensee's need for Shabbat Services; however, availability may change over time and another location for the designated Premises may be more appropriate. Licensor hereby approves one of the above referenced Lots for Shabbat

Services use, subject to Licensor's right to designate another Lot as the Premises for Shabbat Services in accordance with the terms of this paragraph. Licensor and Licensee shall confer on any changes in location of the designated Premises as necessary from time to time. ATTACHMENT 13

2.2 The designation of the Premises for Special Events shall be made by Licensor based upon anticipated availability of parking at the proposed location on and at the particular date and time as reasonably determined by Licensor with the intent that Licensor shall reasonably designate a parking lot in closest proximity to the Hillel Center as is reasonably feasible. Licensee shall provide not less than 120 days' notice to Licensor of the date and hours of Licensee's Special Event and Licensor and Licensee shall confer on the appropriate designated Premises for Licensee's use for such Special Event. Licensor shall notify Licensee of the designated Premises for the Special Event at least 30 days prior to the date of the Special Event, provided that Licensee has given adequate notice to Licensor as stated herein.

2.3 Use of any parking lot will be on a non-exclusive basis.

3. Term. The term of this License Agreement shall commence on the date of issuance of a certificate of occupancy (and Licensee shall provide Licensor with written notice thereof) after completion of the Hillel Center (expected between Fall 2006 and Spring 2007) for a period of five (5) years, and shall expire no later than the close of Spring semester in 2012. However, after the expiration of the initial term of this Agreement, this Agreement may be renewed with the written mutual agreement of Licensor and Licensee.
4. Consideration. Licensee shall pay to Licensor a fee for each parking space on the Premises used by Licensee hereunder at the daily or evening parking rate then in effect by Licensor as applicable to the time and date of the event. For instance, Licensor does not currently charge for public parking at the University for weekend use. However, if parking rates or policies are changed in the future, Licensee shall pay the applicable rate then in effect. In addition, Licensor may charge Licensee a standard and customary administrative fee for implementing this Agreement. All payments shall be made within 10 days after the completion of the Licensed use and shall be submitted and made payable to The Regents of the University of California and remitted to:

Director, Operations  
Transportation & Parking Services, 0040  
University of California, San Diego  
9500 Gilman Drive  
La Jolla, CA 92093-0040

5. Conditions Applicable to License. This License is subject to all existing covenants, conditions, reservations, contracts, leases, licenses, easements, encumbrances, restrictions and rights of way with respect to the Premises, whether or not of record.
6. Licensee Responsibilities

Licensee shall:

- A. Accept the Premises on an "as is" condition basis and acknowledge that no further improvements will be made by Licensor.
- B. Limit its use to provide parking on the Premises on the dates and during those times that have been specifically designated by Licensor to event guests, invitees and/or employees. Licensee shall not collect any money on the Premises for parking.

Provide, at its sole cost and expense, appropriate signage as desired, for its temporary parking. Licensee agrees to place such signage on the Premises no earlier than the day of the event and will remove such signage at the conclusion of the event.

- D. At Licensee's option, provide a security guard(s) on site to oversee Premises and direct vehicles during time of the licensed use at its sole cost and expense. It is understood by both parties that the Licensor assumes no responsibility for stolen and/or damaged property on the Premises during the term of this Agreement.
- E. Licensee shall take reasonable steps to advise its employees, invitees and guests that no parking under this Agreement should occur on UCSD land other than the Premises, except pursuant to a valid parking permit approved for such location. Licensee acknowledges that Licensor will cite violators who park on or in non-licensed areas and may, in its election, tow offending vehicles, at the vehicle owner's expense, if warranted.
- F. Assume all responsibility for clean up of the Premises after each use and during the term of this License Agreement, agreeing to leave the Premises in its original condition.
- G. Notify UCSD Campus Police of any unusual occurrence or emergency (858-534-4357).

- 7. No Transfer or Assignment. This License is personal to Licensee. Any attempt to assign this License shall terminate it.
- 8. No Interference. Licensee shall not unreasonably interfere with the normal operation and activities of Licensor, and Licensee shall use such procedures in its activities on the Premises as shall result in the least practical damage to the Premises and inconvenience to Licensor.
- 9. Repair and Restoration. If Licensee, its agents or contractors cause any damage to the Premises or to Licensor's roads, infrastructure or other property and improvements (collectively "Property") in connection with the exercise of the rights under this Agreement. Licensee shall repair and restore the Premises and Property to at least their original condition prior to Licensee's entry to and use of the Premises. At the expiration of each Licensed use, Licensee shall immediately cease use of the Premises. Licensee shall perform the repair and restoration required hereunder prior to or within ten (10) days after the expiration of each Licensed use. In the event that repair and restoration is performed following the termination of this Agreement, the Licensee's Indemnity and Insurance obligations in paragraphs 13 and 14 shall continue until repair and restoration is completed as provided herein.
- 10. Breach and Cure. In the event that the Licensee breaches any of its obligations under this Agreement, Licensee shall have ten (10) days from the receipt of written notice from Licensor specifying the nature of such breach, to cure such breach. If more time is reasonably required for Licensee's performance, then Licensee shall commence performance within such ten (10) day period and, thereafter diligently proceed to completion. If Licensee fails to cure or to commence cure within such ten (10) day period then Licensor shall have the right to terminate this License immediately by serving Licensee with written notice of termination. Licensor shall have, for all defaults in the performance of Licensee's obligations under this License, all rights and remedies available under California law including, but not limited to, actions for damages and specific performance.

Alteration in Writing. This License supersedes any and all prior understandings and agreements, whether written or oral, between the parties with respect to the subject matter of this License. No alteration or variation of this License shall be valid unless made in writing and signed by Licensor and Licensee. ATTACHMENT 13

12. Notices. Any notice required hereunder shall be in writing and shall be addressed as follows:

To Licensor:

By U.S. Mail:

Director  
University of California, San Diego  
Real Estate Development, 0982  
9500 Gilman Drive  
La Jolla, CA 92093-0982

By Hand Delivery:

Director  
University of California, San Diego  
Real Estate Development  
10280 N. Torrey Pines Road, Suite 365  
La Jolla, CA 92037

With a copy to:

Director, Operations  
University of California, San Diego  
Transportation and Parking Services  
9500 Gilman Drive, 0040  
La Jolla, CA 92093-0040

To Licensee:

Executive Director  
Hillel of San Diego  
8976 Cliffridge Avenue  
La Jolla, CA 92037

Or to such other address as either party may indicate in written notice to the other. All notices and communications given under this License Agreement shall be deemed to have been duly given and received: (i) upon personal delivery, or (ii) as of the third business day after mailing by United States certified mail, return receipt requested, postage prepaid, addressed as set forth above, or (iii) the immediately succeeding business day after deposit (for next day delivery) with Federal Express or other similar overnight courier system, or (iv) 24 hours after facsimile transmittal with confirmation of receipt and followed by personal delivery, United States mail, or overnight delivery as specified in this Paragraph.

13. Indemnification. Licensee shall indemnify, defend and hold harmless Licensor, its officers, agents, and employees from and against any claims, damages, costs, expenses, or liabilities (collectively "Claims") arising out of or in any way connected with this License including, without limitation, Claims for loss or damage to any property, or for death or injury to any person or persons but only in proportion to and to the extent that such Claims arise from the negligent or intentional acts or omissions of Licensee its officers, agents, invitees or employees.

14. Insurance.

- 14.1 Licensee's Insurance. Licensee, at its sole cost and expense, shall insure its activities in connection with this License and obtain, keep in force, and maintain insurance as follows:

- A. Commercial Form General Liability Insurance (contractual liability included) with minimum limits as follows:

ATTACHMENT 13

i.	Each Occurrence	\$1,000,000
ii.	Products/Completed Operations Aggregate	\$1,000,000
iii.	Personal and Advertising Injury	\$1,000,000
iv.	General Aggregate	\$2,000,000

If the above insurance is written on a claims-made form, it shall continue for three (3) years following termination of this License. The insurance shall have a retroactive date of placement prior to or coinciding with the commencement of the Term of this License.

- B. Business Automobile Liability Insurance for owned, scheduled, non-owned, or hired automobiles with a combined single limit of not less than One Million Dollars (\$1,000,000.00) per occurrence.
- C. Property Insurance, Fire and Extended Coverage Form in an amount sufficient to reimburse Licensee (or all of its equipment, trade fixtures, inventory, fixtures and other personal property located on or in the Premises.
- D. Workers' Compensation as required by California law
- E. Such other insurance in such amounts which from time to time may be reasonably required by the mutual consent of Licensor and Licensee against other insurable risks relating to performance.

The coverages required herein shall not limit the liability of Licensee.

The coverages referred to under A and B of this Section 14.1 shall include University as an additional insured. Such a provision shall apply only in proportion to and to the extent of the negligent acts or omissions of Licensee, its officers, agents, and employees. Licensee, upon the execution of this License, shall furnish University with certificates of insurance evidencing compliance with all requirements. Certificates shall provide for thirty (30) days (ten [10] days for non-payment of premium) advance written notice to University of any material modification, change or cancellation of the above insurance coverages.

14.2 Waiver of Subrogation. Licensee hereby waives any right of recovery against Licensor as a result of loss or damage to the property of Licensee when such loss or damage arises out of an Act of God or any of the property perils included in the classification of fire, extended perils ("all risk" as such term is used in the insurance industry) whether or not such peril has been insured, self-insured, or non-insured.

15. Right of Cancellation. Either Licensee or Licensor has the right to cancel this Agreement at any time, without liability, if services can no longer be provided due to extenuating or unforeseen circumstances. Notice of such cancellation shall be provided by either party to the other, in writing, giving at least 120 days' notice of the intention to cancel the Agreement.
16. Lien Free Condition. Licensee shall not cause or permit any liens to be placed against the Premises or against Licensor's other property as a result of Licensee's exercise of rights under this License. In the event of the filing of any such liens, Licensee shall promptly (but in no event more than 30 days) cause such liens to be removed.

002794

IN WITNESS WHEREOF, the parties hereto have executed this License Agreement as of the  
date first above written.

ATTACHMENT 13

LICENSEE:

HILLEL OF SAN DIEGO

By: 

Robert B. Lapidus  
Vice President of Facilities  
Board of Trustees

Date: 6/20/05

LICENSOR:

THE REGENTS OF THE UNIVERSITY OF CALIFORNIA

SEE ATTACHED SIGNATURE PAGE

By: \_\_\_\_\_

Nancy E. Kossan  
Director UCSD Real Estate Development

Date: \_\_\_\_\_

002795

ATTACHMENT 13

LICENSOR:  
THE REGENTS OF THE UNIVERSITY OF CALIFORNIA

By:   
Nancy E. Kossen  
Director, UCSD Real Estate Development

Date: 7/6/05



002796

EXHIBIT A  
LOCATION OF PARKING LOTS P604 and P608

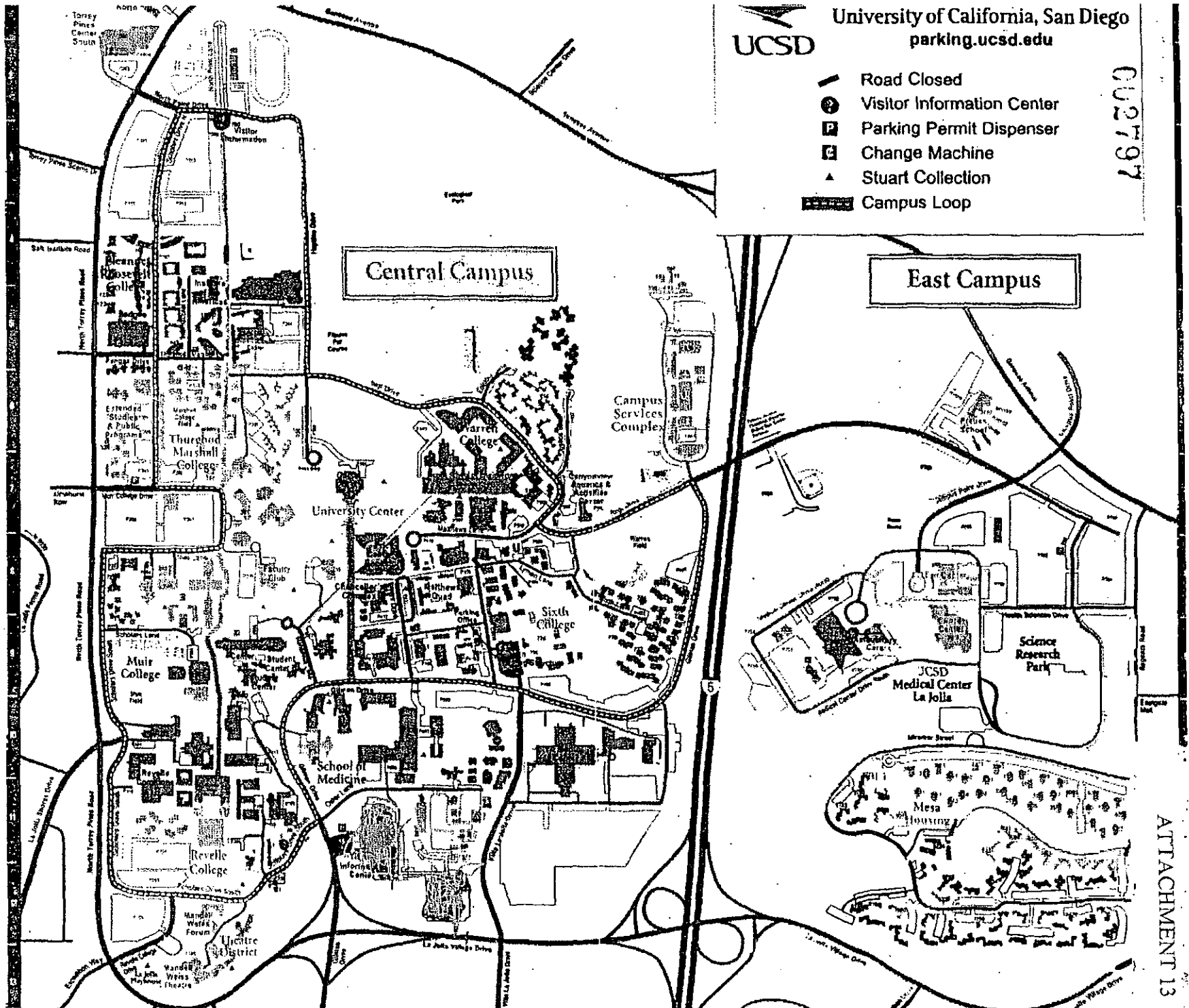
ATTACHMENT 13



University of California, San Diego  
parking.ucsd.edu

002797

- Road Closed
- Visitor Information Center
- Parking Permit Dispenser
- Change Machine
- Stuart Collection
- Campus Loop



ATTACHMENT 13



## La Jolla Community Planning Association

### Regular Meeting – 4 September 2008

<b>Attention:</b>	Dan Stricker, PM, City of San Diego	
<b>Project:</b>	Hillel Student Center 8976 Cliffridge Avenue	<b>PN:</b> 149437
<b>Motion:</b>	<p>Following the recommendations of the La Jolla Traffic and Transportation Board and the La Jolla Shores Permit Review Committee, we move that the LJCPA recommend denial of the project because of:</p> <ol style="list-style-type: none"> <li>1. Inadequate transportation plan with impacts on adjacent intersections and pedestrian movements,</li> <li>2. Detrimental street vacation for which the findings cannot be made,</li> <li>3. Insufficient parking,</li> <li>4. Unpermitted use of a Student Center in the La Jolla Shores PDO,</li> <li>5. The project does not meet the green space requirements of the LJSPDO on its own without the public right of way vacations</li> </ol>	<b>Vote:</b> 14-0-0
<b>Motion:</b>	<p>The President of the LJCPA send a letter to the City that:</p> <ol style="list-style-type: none"> <li>1. Points out the errors in the draft Mitigated Negative Declaration (MND) and</li> <li>2. Requests an EIR with better analysis of transportation, parking, street vacation, open space, land use, and community character.</li> </ol>	<b>Vote:</b> 14-0-0
<b>Submitted by:</b>	<i>Joseph LaCava</i> <hr/> Joe LaCava, President, La Jolla CPA	7 September 2008 <hr/> Date

#### La Jolla Shores Permit Review Committee (8-26-2008)

Deny the project because findings cannot be made to support based on detrimental street vacation, insufficient parking and non-approved use of a student center in the PDO, 4-1-0.

#### La Jolla Traffic & Transportation Board (7-24-2008)

1. Cannot make findings on street vacation, 3-2-1;
2. Deny project due to parking issues, 4-0-2;
3. Project creates an inadequate transportation plan with impacts on adjacent intersections and pedestrian movements, 4-2-0.

## LA JOLLA SHORES PLANNED DISTRICT

Applicant: HILL OF SAN DIEGO Item: #1 9/16/08  
 \_\_\_\_\_ Date: September 16, 2008  
 \_\_\_\_\_

To: Planning Director  
 From: La Jolla Shores Planned District Advisory Board  
 Subject: Proposal Within La Jolla Shores Planned District

The La Jolla Shores Planned District Advisory Board has reviewed the applicant for:

HILL OF SAN DIEGO STUDENT CENTER -  
COMMUNITY MOVED TO DENY THE PROJECT -  
PARKING, TRAFFIC, IMPACT ON SURROUNDING NEIGHBORHOODS  
NON CONFORMING USE AS A STUDENT CENTER, STREET VACATION?  
NON-USE BY THE SFR COMMUNITY, AND MORE.

located \_\_\_\_\_

and recommends:

☐

A. Approval because of conformity to criteria and design standards adopted by the City Council

☐

B. Denial because of nonconformity to criteria and design standards adopted by the City Council. (Reasons for nonconformity on reverse side.)

☐

C. Approval subject to the following modifications to ensure conformity to criteria and design standards adopted by the City Council.

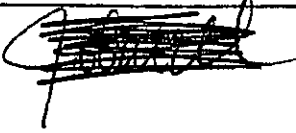
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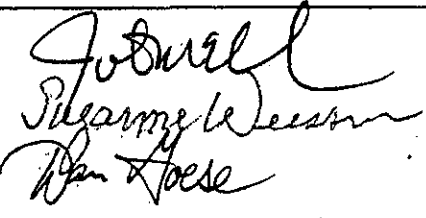
D. Denial because of lack of four affirmative votes.

## Board Signatures

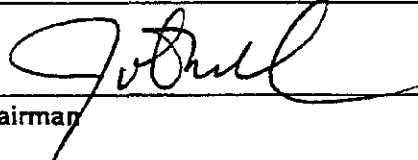
Approving Item: 40

Disapproving Item: 4





Absentees:

  
 Chairman

002800



## Ownership Disclosure Statement

Approval Type: Check appropriate box for type of approval (s) requested: ☐ Neighborhood Use Permit ☐ Coastal Development Permit  
☐ Neighborhood Development Permit ☒ Site Development Permit ☒ Planned Development Permit ☐ Conditional Use Permit  
☐ Variance ☐ Tentative Map ☐ Vesting Tentative Map ☐ Map Waiver ☐ Land Use Plan Amendment ☒ Other Street Vacation

Project Title

Hillel of San Diego Student Center - La Jolla

Project No. For City Use Only

149437

Project Address:

Intersection of La Jolla Scenic Dr &amp; La Jolla Village Drive

By signing the Ownership Disclosure Statement, the owner(s) acknowledge that an application for a permit, map or other matter, as identified above, will be filed with the City of San Diego on the subject property, with the intent to record an encumbrance against the property. Please list below the owner(s) and tenant(s) (if applicable) of the above referenced property. The list must include the names and addresses of all persons who have an interest in the property, recorded or otherwise, and state the type of property interest (e.g., tenants who will benefit from the permit, all individuals who own the property). A signature is required of at least one of the property owners. Attach additional pages if needed. A signature from the Assistant Executive Director of the San Diego Redevelopment Agency shall be required for all project parcels for which a Disposition and Development Agreement (DDA) has been approved / executed by the City Council. Note: The applicant is responsible for notifying the Project Manager of any changes in ownership during the time the application is being processed or considered. Changes in ownership are to be given to the Project Manager at least thirty days prior to any public hearing on the subject property. Failure to provide accurate and current ownership information could result in a delay in the hearing process.

Additional pages attached ☐ Yes ☐ No

Name of Individual (type or print):

☐ Owner ☐ Tenant/Lessee ☐ Redevelopment Agency

Street Address:

City/State/Zip:

Phone No:

Fax No:

Signature:

Date:

Name of Individual (type or print):

☐ Owner ☐ Tenant/Lessee ☐ Redevelopment Agency

Street Address:

City/State/Zip:

Phone No:

Fax No:

Signature:

Date:

Name of Individual (type or print):

☐ Owner ☐ Tenant/Lessee ☐ Redevelopment Agency

Street Address:

City/State/Zip:

Phone No:

Fax No:

Signature:

Date:

Name of Individual (type or print):

☐ Owner ☐ Tenant/Lessee ☐ Redevelopment Agency

Street Address:

City/State/Zip:

Phone No:

Fax No:

Signature:

Date:

002801

<b>Project Title:</b> Hillel of San Diego Student Center - La Jolla	<b>Project No. (For City Use Only)</b>
--	--

**Legal Status (please check):**

☐ Corporation    ☐ Limited Liability -or-    ☐ General) What State? \_\_\_\_\_ Corporate Identification No. \_\_\_\_\_  
☐ Partnership

By signing the Ownership Disclosure Statement, the owner(s) acknowledge that an application for a permit, map or other matter, as identified above, will be filed with the City of San Diego on the subject property with the intent to record an encumbrance against the property. Please list below the names, titles and addresses of all persons who have an interest in the property, recorded or otherwise, and state the type of property interest (e.g., tenants who will benefit from the permit, all corporate officers, and all partners in a partnership who own the property). A signature is required of at least one of the corporate officers or partners who own the property. Attach additional pages if needed. **Note:** The applicant is responsible for notifying the Project Manager of any changes in ownership during the time the application is being processed or considered. Changes in ownership are to be given to the Project Manager at least thirty days prior to any public hearing on the subject property. Failure to provide accurate and current ownership information could result in a delay in the hearing process. Additional pages attached ☐ Yes ☐ No

<b>Corporate/Partnership Name (type or print):</b> <input checked="" type="checkbox"/> Owner <input type="checkbox"/> Tenant/Lessee <i>SHR 653</i> <b>Street Address:</b> 8976 Cliffridge Avenue <b>City/State/Zip:</b> La Jolla, CA 92037 <b>Phone No:</b> 619-232-3169 <b>Fax No:</b> <b>Name of Corporate Officer/Partner (type or print):</b> Robert Lapidus <b>Title (type or print):</b> Vice President, Facilities <b>Signature:</b> <i>[Signature]</i> <b>Date:</b> Jan 29, 2008	<b>Corporate/Partnership Name (type or print):</b> <input checked="" type="checkbox"/> Owner <input type="checkbox"/> Tenant/Lessee <i>8976 Cliffridge Ave</i> <b>Street Address:</b> 8976 CLIFFRIDGE AVE <b>City/State/Zip:</b> LA JOLLA, CA 92037 <b>Phone No:</b> 619-232-3169 <b>Fax No:</b> <b>Name of Corporate Officer/Partner (type or print):</b> ROBERT MARSHALL <b>Title (type or print):</b> TRUSTEE <b>Signature:</b> <i>[Signature]</i> <b>Date:</b> 1/29/08
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<b>Corporate/Partnership Name (type or print):</b> <input type="checkbox"/> Owner <input type="checkbox"/> Tenant/Lessee <b>Street Address:</b> <b>City/State/Zip:</b> <b>Phone No:</b> <b>Fax No:</b> <b>Name of Corporate Officer/Partner (type or print):</b> <b>Title (type or print):</b> <b>Signature:</b> <b>Date:</b>	<b>Corporate/Partnership Name (type or print):</b> <input type="checkbox"/> Owner <input type="checkbox"/> Tenant/Lessee <b>Street Address:</b> <b>City/State/Zip:</b> <b>Phone No:</b> <b>Fax No:</b> <b>Name of Corporate Officer/Partner (type or print):</b> <b>Title (type or print):</b> <b>Signature:</b> <b>Date:</b>
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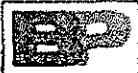
<b>Corporate/Partnership Name (type or print):</b> <input type="checkbox"/> Owner <input type="checkbox"/> Tenant/Lessee <b>Street Address:</b> <b>City/State/Zip:</b> <b>Phone No:</b> <b>Fax No:</b> <b>Name of Corporate Officer/Partner (type or print):</b> <b>Title (type or print):</b> <b>Signature:</b> <b>Date:</b>	<b>Corporate/Partnership Name (type or print):</b> <input type="checkbox"/> Owner <input type="checkbox"/> Tenant/Lessee <b>Street Address:</b> <b>City/State/Zip:</b> <b>Phone No:</b> <b>Fax No:</b> <b>Name of Corporate Officer/Partner (type or print):</b> <b>Title (type or print):</b> <b>Signature:</b> <b>Date:</b>
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# Hillel of San Diego

## Board of Directors Roster 2007-2008

Executive Committee						
Name	Title					
Michael Breslauer	President					
Eodi Abel	VP Development					
Geoffrey Berg	VP Finance					
Hollie Bierman	VP Multi-Campus					
Paul Datnow	VP UCSD					
Shodie Kaplan	VP SDSU					
Bob Lapidus	VP Facilities					
Robert Lawrence	VP Facilities					
Ian Nevin	Secretary					
Joshua Richman	VP Personnel					
Sam Datnow	VP Board					
Joshua Rosenthal	development					
Aaron Silberman	VP Marketing					
Neal Singer	Past President					
Herb Solomon	Chair Capital Campaign					

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**BendPak Products / Automotive Lifts / Four Post Lifts**

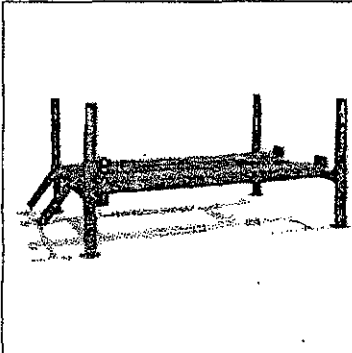
Automotive Lifts

Pipe Benders

Air Compressors

Accessories

**Medium-Duty, 12,000 Pound Capacity HD-12SS**



Model: HD-12SS

The HD-12SS is a space-saving four-post runway style lift designed for professional use.





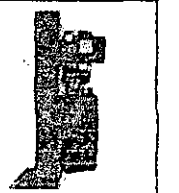
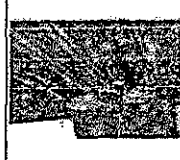

- 12,000-pounds lifting capacity
- Runways accommodate wide or narrow vehicles
- Runways include rail kit for optional accessories
- Single hydraulic cylinder mounted underneath runway
- Fully enclosed lifting cables, safety locks, and sheaves
- Internal "anti-sway" slider blocks in each column

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**Multiple Product Images**

Description	Features / Specs	Attachments	Video
<p><b>Description</b></p> <p>BendPak's "HD-Series" four-post lifts are engineered to meet the demands of even the toughest professionals. Designed into every "HD-Series" lift are key features that make them the absolute best you can buy, a long list of features that improve safety, durability and productivity. These commercial-grade lifts are second to none and have become benchmarks throughout the world for quality and dependability.</p> <ul style="list-style-type: none"> <li>• <b>Dependable design</b> - four heavy-duty high quality stainless steel lifting cables and a single hydraulic cylinder mounted underneath the runway makes this lift the most durable, maintenance-free lifting system on the market.</li> <li>• <b>Dual-hub cable sheaves</b> - they cost us more to make but we feel it's well worth it. Reduces stress and fatigue on axles, sheaves and cables.</li> <li>• <b>Multi-level locking positions</b> - each lift is equipped with multiple adjustable height locking positions for multi-height parking. A convenient push-button pneumatic safety lock control releases all four independent safety locks simultaneously.</li> <li>• <b>Heavy duty aircraft cable</b> - each lift is supplied with four high quality stainless steel lifting cables rated at 26,000 pounds each. All lifting cables are fully enclosed within lift structure.</li> <li>• <b>Electric / hydraulic power system</b> - each lift is designed using a maintenance-free electric hydraulic power system for ultimate dependability. All controls are conveniently located within easy reach.</li> </ul>			



## BendPak, Inc. - Medium-Duty, 12,000 Pound Capacity

- **Large baseplates** - 12" x 12" base plates provide solid stability.
- **Single hydraulic cylinder** - each lift is equipped with a single hydraulic cylinder hidden away under the runway for maximum performance and reliability and minimum exposure to elements. Our industrial-grade hydraulic cylinders feature a one-piece, pilot fitted, machined steel piston wrapped with specially designed, pressure loaded U-cup piston seals, backups and wear bands that virtually eliminates any fluid bypass. The micro-smooth chrome-rod is machined from high yield, ground & polished C-1045/50 micro-alloy steel and plated to a minimum of .001" diametrically, to ensure superior cylinder operation and life. Specially designed, high durometer, mechanically loaded rod seals virtually eliminate rod seal leakage and a specially formulated abrasion resistant urethane rod wiper provides exclusion protection. The welded cylinder body is made from high yield-strength steel tubing produced to exceed ASTM specifications. This combination of superb base material and superior processing ensures straight, smooth and long duty life cylinders. An integrated flow restrictor provides a controlled descent in the case of an unexpected hose rupture.
- **Durable Powder Coat Finish** - All XP-Series lifts feature a durable powder coat finish that gives the metal a high-quality, extremely durable finish which can withstand even the harshest environmental or chemical conditions. Unlike other companies that claim to powder coat, we take pride in our meticulous 10-step process. First, all parts are visually inspected then sandblasted. After, the parts are washed in our five-stage phosphate tanks that can accommodate parts up to 25' long. Once cleaned, they're immediately dried, to avoid rust production then outgassed. Outgassing is a process we take pride in which pre-bakes the parts in a curing oven, reducing the possibility of blemishes that may be hiding in the pores of the metal. If not properly outgassed, imperfections in the metal may bubble during the curing process and most likely cause chips in the powder. After the parts are washed and outgassed, any surfaces and/or threaded holes that need to be masked or plugged are done so with high-temperature masking tape and silicone plugs. Next, the parts are given a quick thinner wipe to remove any light debris or fingerprints then hung on an electrostatically grounded conveyor line. The powder is then applied using an electrostatic spray gun. The powder "sticks" to the parts similar to how dust sticks to a television screen. Once the parts are powder coated, the carts are rolled into our curing oven and baked at 400 degrees for 15 for 45 minutes.
- **Integrated design** - lifting cables, airlines, safety latches and sheaves are all fully enclosed.
- **Non-skid runways** - sure grip even when the runway surface is wet or oily.
- **Longer approach ramps** - these approach ramps were designed a little longer to help when loading low ground clearance vehicles. A little bit that makes a big difference.
- **Automatic safety locks** - aircraft-quality stainless steel and aluminum pneumatic cylinders release all four locks simultaneously with the simple push of a button. The spring-loaded safety locks automatically engage continuously when raising the lift. For added safety a secondary lock system acts as a slack-cable device automatically engaging in the event of an unexpected cable failure. Lifting cables, airlines, safety latches and sheaves are all fully enclosed within lift structure.

### Shipping Details

It is the buyer's responsibility to unload the freight at their location. BendPak will take no responsibility for additional charges of any kind that may incur related to, or involved with, the renting or acquisition of equipment of any kind necessary to unload items off of a delivering carrier's truck. Contact your BendPak dealer for shipping details.

### Features

- 12,000-pounds lifting capacity
- Runways accommodate wide or narrow vehicles
- Runways include rail kit for optional accessories
- Single hydraulic cylinder mounted underneath runway
- Fully enclosed lifting cables, safety locks, and sheaves
- Internal "anti-sway" slider blocks in each column
- Pneumatic push-button safety release
- Features heavy-duty 1/2" aircraft cable
- Safety locks enclosed in columns minimize pinch points
- Oversized sheave diameter reduces cable fatigue
- Rugged, self-lubricating cable sheaves combined with 1-1/4" sheave axles are fully enclosed minimizing pinch points
- Multi-position safety locks in each column
- Power unit can be located at the front or rear of the lift
- Approach ramps incorporate built-in rear-wheel chocks
- Independent "back-up" slack-cable safety latches.
- Optional drive-thru ramps available.
- Optional drip trays available
- Optional 6,000 lb. air/hydraulic rolling jacks available



## Specifications

HD-12SS	
Lifting Capacity*	12,000 lbs. / 5443 Kg.
Overall width	130" / 3302 mm.
Outside length	181" / 4597 mm.
Overall length	211" / 5360 mm.
Height of columns	88" / 2235 mm.
Min. Runway height	7" / 178 mm.
Max. Rise	70" / 1778 mm.
Max. Lifting height	77" / 1956 mm.
Width between columns	116" / 2946 mm.
Runway width	20" / 508 mm.
Width between runways(*)	32" - 49" / 813 mm. - 1245 mm.
Length of runways	174" / 4420 mm.
Locking positions	12
Lock spacing	every 4" / 102 mm.
Lifting time	60 Seconds
Standard motor (**)	220 VAC / 60 Hz. 1Ph.

\* This dimension may be limited with the addition of rolling jacks.  
See rolling jack specifications on separate page.

\*\* Special Voltages Available Upon Request

The design, material and specifications are subject to change without notice.

## Shipping Information

- Dimensions - 180" x 22" x 40" / 4572 mm. x 559 mm. x 1016 mm.
- Shipping Weight - 2026 lbs. / 919 kg.

[Air Line Kit Installation](#)

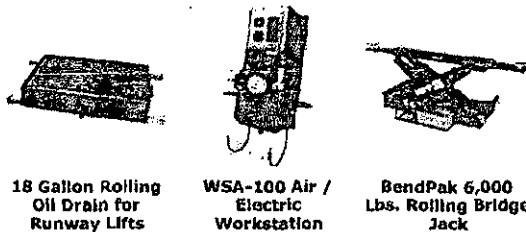
[HD-12SS](#)

[HD-12SS Floorplan](#)

[View All Service Bay Safety](#)

Note: Manuals listed above are in relation to the most current model. Contact a BendPak technical representative to verify which manual is specific to your product model and/or version.  
No Videos Found.

## Related Products



18 Gallon Rolling  
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Runway Lifts

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Electric  
Workstation

BendPak 6,000  
Lbs. Rolling Bridge  
Jack

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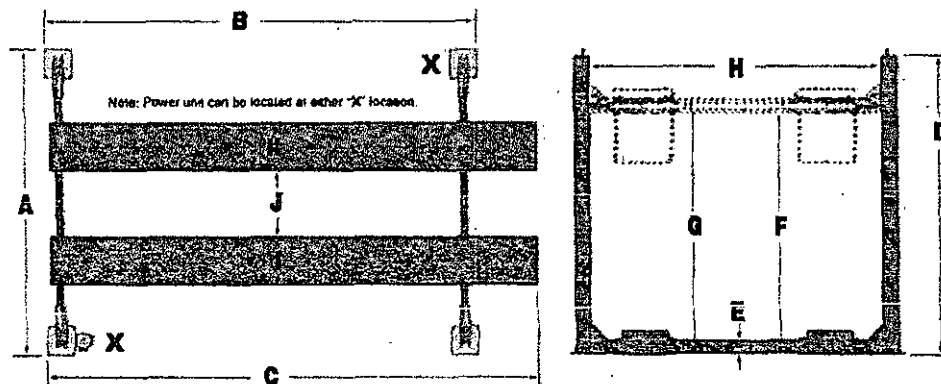
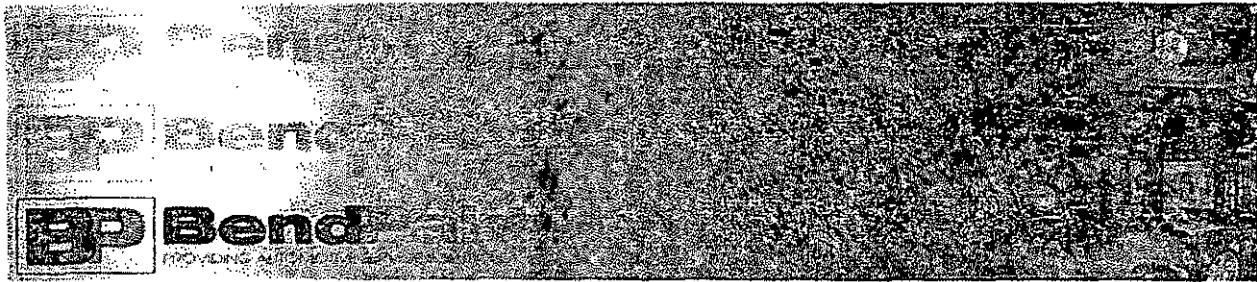
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MODEL	HD-12SS-B	HD-12-B	HD-12X-B
Lifting Capacity*	12,000 lbs. / 5443 Kg.	12,000 lbs. / 5443 Kg.	12,000 lbs. / 5443 Kg.
*Max Capacity / Front Axle	6,000 lbs. / 2722 Kg.	6,000 lbs. / 2722 Kg.	6,000 lbs. / 2722 Kg.
*Max Capacity / Rear Axle	6,000 lbs. / 2722 Kg.	6,000 lbs. / 2722 Kg.	6,000 lbs. / 2722 Kg.
A - Overall Width	130" / 3302 mm.	130" / 3302 mm.	130" / 3302 mm.
B - Outside Length	181" / 4597 mm.	205" / 5207 mm.	253" / 6426 mm.
C - Overall Length	211" / 5360 mm.	235" / 5989mm.	283" / 7188mm.
D - Height of Columns	88" / 2235 mm.	88" / 2235 mm.	88" / 2235 mm.
E - Min. Runway Height	7" / 178 mm.	7" / 178 mm.	7" / 178 mm.
F - Max. Rise	70" / 1778 mm.	70" / 1778 mm.	70" / 1778 mm.
G - Max. Lifting Height	77" / 1956 mm.	77" / 1956 mm.	77" / 1956 mm.
H - Width Between Columns	116" / 2946 mm.	116" / 2946 mm.	116" / 2946 mm.
I - Runway Width	20" / 508 mm.	20" / 508 mm.	20" / 508 mm.
J - Width Between Runways (*)	32" - 49"	32" - 49"	32" - 49"
K - Length of Runways	174" / 4420 mm.	198" / 5029 mm.	248" / 6248 mm.
Locking Positions	12	12	12
Lock Spacing	Every 4" / 102 mm.	Every 4" / 102 mm.	Every 4" / 102 mm.
Lifting Time	60 Seconds	60 Seconds	60 Seconds
Standard Motor (**)	220 VAC / 60 Hz. 1Ph.	220 VAC / 60 Hz. 1Ph.	220 VAC / 60 Hz. 1Ph.

\* This dimension may be limited with the addition of rolling jacks. See rolling jack specifications on separate page.

\*\* Special Voltages Available Upon Request

The design, material and specifications are subject to change without notice.



002807

THE CITY OF SAN DIEGO

## REPORT TO THE PLANNING COMMISSION

**DATE ISSUED:** October 9, 2008 **REPORT NO. PC-08-119**

**ATTENTION:** Planning Commission, Agenda of October 16, 2008

**SUBJECT:** HILLEL OF SAN DIEGO STUDENT CENTER. PROCESS 5

**REFERENCE:** **REPORT NO. PC-05-004 – Hillel of San Diego**  
<http://www.sandiego.gov/planning-commission/pcreports/pc05004hillel.pdf>

**OWNER/** Robert Marshall and Hillel of San Diego

**APPLICANT:** Hillel of San Diego (See Attachment 16)

### SUMMARY

**Issue:** Should the Planning Commission recommend approval to the City Council of a two phased development, with Phase I to retain the existing use of a single-family residence and garage/storage structure for religious offices and related uses; and Phase II the development of a 12,100 square-foot religious student center over a subterranean garage on a vacant 0.77-acre site on the south side of La Jolla Village Drive between Torrey Pines Road and La Jolla Scenic Way within the La Jolla Community Plan?

### Staff Recommendation:

1. **Recommend** City Council **Certification** of the Mitigated Negative Declaration No. 149437, and **Adoption** of the Mitigation Monitoring and Reporting Program;
2. **Recommend** City Council Approval of Site Development Permit No. 527861;
3. **Recommend** City Council Approval of Public Right-of-Way Vacation No. 527860; and
4. **Recommend** City Council Approval of Easement Acquisition No. 584509.

**Community Planning Group Recommendation:** The project site is located within the La Jolla Shores Planned District within the boundaries of the La Jolla Community Planning area. The decision-maker is required to consider the recommendation of the La Jolla Shores Planned District Advisory Board (LJSPDAB) and City staff strongly

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recommends that all applicants seek the recommendation of the La Jolla Community Planning Association, the officially recognized Community Planning Group for the La Jolla Community Planning Area.

On September 4, 2008, the La Jolla Community Planning Association (LJCPA) passed two motions; one taking action to recommend denial of the project by a vote of 14-0-0, and the other providing direction to the President of the LJCPA regarding the project's environmental document (See Attachment 14). Please see the Discussion section of the report for more detail.

On September 16, 2008 the La Jolla Shores Planned District Advisory Board (LJSPDAB) voted 4-0 to deny the project (See Attachment 15).

**Environmental Review:** Mitigated Negative Declaration No. 149437 has been prepared for the project in accordance with State of California Environmental Quality Act (CEQA) Guidelines. A Mitigation, Monitoring and Reporting Program has been prepared and will be implemented which will reduce, to a level of insignificance, any potential impacts identified in the environmental review process.

**Fiscal Impact Statement:** All costs associated with the processing of this project are recovered from a deposit account maintained by the applicant.

**Code Enforcement Impact:** The owner/applicant converted the use of the existing single-family residence at 8976 Cliffridge Avenue from residential to religious use without obtaining a required Site Development Permit (SDP). A Code Compliance Case was opened by the City of San Diego Neighborhood Code Compliance Division of the Development Services Department. Approval of this project would remedy the code compliance case.

**Housing Impact Statement:** The subject properties are designated as Low Density Residential (5-9 dwelling units/acre) in the La Jolla Community Plan. The religious use of the single-family residence at 8976 Cliffridge Avenue has removed one residential dwelling unit from the available housing; however, this situation would be temporary if the project applications are approved by the City Council. The use of the residence at 8976 Cliffridge Avenue would continue as a Phase I use and terminate when the vacant, 0.77-acre portion of the site is available for occupancy under the Phase II development. Upon approval of Phase II, the single-family home would revert back to its original use, and the overall project would not have any permanent housing impacts. The project is not subject to the requirements of the Affordable Inclusionary Housing Ordinance.

## **BACKGROUND**

An almost identical project first came before the Planning Commission on February 10, 2005. After being ultimately heard on March 3, 2005, the Planning Commission voted 5-0 to recommend denial to the City Council. The vote was based on the use not being compatible with the surrounding residential uses; therefore, not being able to make the neighborhood compatibility finding; and while the parking plan could meet the needs for special events, it could not be depended on for the regular operation of the facility. After the addition of numerous

conditions regarding parking and traffic, the City Council ultimately approved the Hillel Student Center on May 9, 2006, by a vote of 6-2.

The May 9, 2006 approval was challenged in court, and a judge ruled that although the project's Mitigated Negative Declaration was the appropriate environmental document, the Mitigated Negative Declaration failed to adequately evaluate the pedestrians crossing La Jolla Village Drive, and the possibility of on-site raptors. The judge's order was challenged by both the applicant and a group of project opponents. Given the pending status of the previous approvals, it was determined that the applicant would be allowed to resubmit a new application addressing the judge's concerns, and process it through the City's review process. Should the current application reach City Council prior to the legal action being resolved on the prior approvals, the prior approvals would be rescinded as a part of the current application, prior to the City Council action on the current application.

The applicant submitted the current Hillel Student Center Project on June 12, 2008. The project scope is generally the same, with the addition of 28 on-site parking spaces supplied by parking lifts, and the incorporation of a roof-mounted photovoltaic system consisting of solar panels and the installation of a fuel cell sufficient to generate at least 30 percent of the project's projected energy consumption, meeting the requirements of City Council Policy 900-14. Each of the project's technical studies was redone, and the two areas of concern raised by the judge's order were addressed in the new traffic and biology studies.

The project site consists of a total area of approximately 42,684 square feet which includes a single family home used for religious purposes located at 8976 Cliffridge Avenue (8,358 square feet existing; 9,166 square feet after the public right-of-way vacation), and the existing adjacent vacant site (15,350 square feet existing; 33,518 square feet after the public right-of-way vacation) which is bound on the north by La Jolla Village Drive, on the east by La Jolla Scenic Way and on the south by La Jolla Scenic Drive North. The project site is located in the Single Family Zone of the La Jolla Shores Planned District within the La Jolla Community Planning Area, Coastal Height Limit Overlay Zone, and the Campus Parking Impact Overlay Zone. Properties to the south and east are designated for residential uses (5-9 dwelling units/acre) and are currently developed with detached single-family homes to the south, and attached single family homes to the east, across La Jolla Scenic Way. Properties to the north and west are designated for Public Facilities/Institutional uses. Properties to the north are developed with the University of California San Diego facilities, and the properties to the west, beyond Torrey Pines Road, are currently vacant. The topography for the existing vacant site is relatively flat and gently slopes to the southeast with steeper grade along La Jolla Village Drive and La Jolla Scenic Way with a grade differential of approximately 14 feet.

The City of San Diego was the previous owner of the 0.77-acre vacant portion of the site. As a condition of sale of the vacant portion of the project site to Hillel, the City Council required a minimum of 10,000 square feet of land area at the intersection of La Jolla Scenic Drive North/Torrey Pines Road be landscaped as a neighborhood amenity, which limits the remaining site area of approximately 23,518 square-feet for the proposed development. This has been incorporated into the applicant's Landscape Development Plan (See Attachment 7).

The vacant portion of the site was designated as residential land use in the La Jolla Community Plan and La Jolla Shores Precise Plan until 1995. In 1995, the land use designation for this portion of the site was changed to open space and remained that way until February of 2004 when the La Jolla Community Plan was amended and the site was again designated to residential use, making it consistent with the SF zoning that had remained over this site. Although the land was designated as Open Space for nine years, it was never dedicated as Parkland or Open Space.

The owner and applicant converted the use of the existing single-family residence at 8976 Cliffridge Avenue from residential to religious use without obtaining a required Site Development Permit (SDP). A Code Compliance Case was opened by the City of San Diego Neighborhood Code Compliance Division of the Development Services Department. Since the applicant has applied for the required SDP as Phase I of the current application, the use of the single-family residence as a religious use has been allowed to continue, pending the outcome of the current application. If Phase II of the application is approved, the religious offices and related use at 8976 Cliffridge Avenue would move into the new 12,100 square-foot facility (Phase II) and the single-family home would revert back to its original use. Should Phase II be denied, the applicant would request the approval of Phase I on a permanent basis.

## **DISCUSSION**

### **Project Description:**

The Hillel Student Center Project consists of an application for a Site Development Permit, Easement Acquisition, and Public Right-of-Way Vacation for a two-phased development to continue the use of an existing single-family dwelling for religious offices and related purposes as a Phase I entitlement; and to develop a vacant triangular shaped parcel on the south side of La Jolla Village Drive between Torrey Pines Road and La Jolla Scenic Way with a 12,100 square-foot, one-story religious student center above a subterranean garage of 17,000 square-feet of area as a Phase II entitlement.

Phase I involves the continued use of a 1,792 square-foot single-family residence and garage/storage structure at 8976 Cliffridge Avenue for religious offices and related use until such time as the proposed Phase II is developed and approved for occupancy. Phase I would include interior improvements to the existing single family residence and construction of a parking lot to allow for the required off-street parking associated with the use of the single family residence. The exterior elevations of the existing residence would not change.

There are two alternatives proposed for providing the required off-street parking spaces. Alternative I would provide six parking spaces; three standard spaces and one accessible space in the vacated cul-de-sac adjacent to the existing single family residence; and the remaining two spaces would be in the existing detached two-car garage existing on the lot (See Attachment 8, Sheet A2.0). This alternative involves construction of temporary sidewalk and parking improvements in the cul-de-sac/right-of-way proposed for vacation. Alternative II would provide six parking spaces; five standard spaces and one accessible space, within the western portion of the existing site (See Attachment 8, Sheet A2.1). This alternative would require the demolition of the existing detached 462 square-foot garage/storage area to provide adequate space for the cars on site.

Phase II involves the development of a two-level religious student center, with an overall height of 22 feet above grade, consisting of an upper level main floor use area of 12,100 square-feet and a lower subterranean garage of 17,000 square-feet for the parking of 68 vehicles, trash enclosures, storage, and elevators. The student center level would contain three multi-purpose rooms, a library, a lounge area, a computer room, student offices, administrative offices, an elevator, a kitchen, storage, two restrooms, and three outdoor patio areas. The garage also includes a mechanical room, elevator, telephone cable room, service lobby and a trash/recycling area. The subterranean parking garage would be located directly beneath the proposed religious student center building. The vehicle entrance and exit would be located off of La Jolla Scenic Way, approximately 140 feet from La Jolla Village Drive, and 100 feet from La Jolla Scenic Drive North.

A previously approved traffic study, *Traffic Generation, Site Access and Parking Evaluation of Hillel Facility at UC San Diego*, dated May 11, 2004 was prepared for the proposed project by Kimley-Horn and Associates, Inc., to analyze the potential impact of the project on the roadway system and on the on-street parking in the area. A new Traffic study was prepared for the current project, *Traffic Impact Analysis, Hillel Facility*, dated July 7, 2008, prepared by Linscott, Law, and Greenspan.

The proposed project is estimated to generate 234 average daily trips on Fridays (Shabbat Services) with 11 morning peak-hour trips and 8 evening peak-hour trips. Other days of the week would be estimated to generate lower traffic volumes. Once a week on a late Friday night, there are 58 trips expected between 9:00PM and 10:00PM.

The project would meet the parking requirements of the Land Development Code by proposing 68 automobile spaces (56 spaces provided within 28 tandem spaces), 3 accessible spaces, 2 motorcycle spaces, and 20 bicycle spaces on site. The 68 vehicle parking spaces would be provided with a 40-space underground parking garage. In addition, the project has provided a shared parking agreement to allow for the use of up to 75 parking spaces for each Friday between 5:00 PM and 12:00 AM for occasional special events.

The exterior elevations of the student center building indicate the use of earth tone colored stucco, stone cladding, masonry blocks, earth tone colored concrete, wood siding, dual-glaze windows, metal trellis, and metal roof. The project design incorporates a roof-mounted photovoltaic system consisting of solar panels and the installation of a fuel cell sufficient to generate at least 30 percent of the project's projected energy consumption, meeting the requirements of City Council Policy 900-14. In addition, the project proposes to meet the standards required to obtain a Leadership in Energy and Environmental Design (LEED) Silver rating.

Proposed grading of the site would consist of 9,200 cubic yards of cut and 400 cubic yards of fill with an average depth of cut of 15 feet. Approximately 8,800 cubic yards of material would be exported offsite. The project proposes seven retaining walls along the southwestern, northern and eastern portions of the site with a maximum height of seven feet.

Landscaping for the proposed project would consist of Torrey Pines, large screening shrubs, medium flowering shrubs, low spreading shrubs, low growing flowering shrubs, groundcover and



hardscape areas. All proposed plants on the project site would be native species. Torrey Pines are proposed along the property line for the project site. Large screening shrubs and medium flowering shrubs are proposed along the outside walls of the proposed building. A combination of groundcover, low spreading shrubs and low growing flowering shrubs are proposed along the proposed building and along the property line with the proposed Torrey Pines. Hardscaped areas are proposed on the north and south portion of the site.

### **Community Plan Analysis:**

The subject properties are designated as Low Density Residential (5-9 du/ac) in the La Jolla Community Plan. Religious uses are commonly found to fit within residential areas without adversely affecting the Land Use Plan. Additionally, the proposed use is permitted by the La Jolla Shores Planned District Ordinance which was adopted specifically to implement the Land Use Plan. The Hillel center is located directly across the street from the University of California and on the northern edge of the adjacent residential neighborhood, making it an appropriate location for the student-related activity.

The proposed development incorporates a number of specific design features which would allow the religious student center to achieve compatibility with the existing residential development in the vicinity. The center utilizes variations in height, textures, and rooflines in order to create the appearance of a series of smaller, individual structures. In addition, lower portions of the structure would be concealed behind landscaped berms which would reduce the overall scale of the structure as viewed from the adjacent residential neighborhood. Torrey Pine trees are proposed as both street trees and in informal groupings around the periphery of the project, and would further screen and soften the structure at maturity. Parking for the facility is located within a subterranean garage and meets the San Diego Municipal Code requirement of 68 vehicle parking spaces. The garage would also be equipped with a loading area, trash and recycling area, and a service elevator, so that any noise and visual impacts associated with these activities would be screened from surrounding residents.

In order to further minimize impacts to the adjacent residential neighborhood, staff has proposed specific conditions limiting the hours of operation for the center and the frequency of large events. The center will be permitted to be open from 7:00 AM to 10:00 PM Monday - Friday, while all post-event cleanup and securing of the center must conclude by 11:00 PM. Weekend hours would be limited to Saturday from 8:00 AM to 10:00 PM and Sunday from 10:00 AM to 6:00 PM unless there is a Jewish Holiday or other occasional special event, where the weekday hours of operation would be allowed.

The number of occasional special events for the first twelve months of operation shall be limited to six. The number may be increased after the first year to a maximum of nine occasional special events per year with the approval of the Development Services Department Director, in his or her sole discretion, where Neighborhood Code Compliance would be in charge of documenting the number of these events.

The project also implements policies of the La Jolla Community Plan which recommend enhanced pedestrian-orientation. Non-contiguous sidewalks are located along the La Jolla Village Drive and La Jolla Scenic Drive North frontages, with Torrey Pine trees and other

landscaping planted between the curb and sidewalk. While screening the project from the adjacent residential neighborhood, this configuration would also buffer pedestrians from automobile traffic to create an environment conducive to walking and transit use. As such, students would be encouraged to use transit or walk from the UC San Diego campus to the student center, reducing automobile traffic and demand for parking at the center. By incorporating the cited design features and the conditions regarding operation of the center, the project implements the policies of the La Jolla Community Plan and would not adversely affect the residential land use designation of the subject properties.

### **Environmental Analysis:**

The City of San Diego conducted an Initial Study, which determined that the proposed project construction could potentially result in significant but mitigable impacts in the areas of Paleontological Resources and Parking. Mitigated Negative Declaration Number 149437 was prepared for the project in accordance with the State of California Environmental Quality Act (CEQA) Guidelines. A Mitigation, Monitoring, and Reporting Program would be implemented which would reduce, to below a level of significance, the potential environmental impacts identified from the environmental review process for Paleontological Resources and Parking.

### **Project-Related Issues:**

Community Planning Group Recommendation - The project site is located within the La Jolla Shores Planned District within the boundaries of the La Jolla Community Planning area. The decision-maker is required to consider the recommendation of the La Jolla Shores Planned District Advisory Board (LJSPDAB) and City staff strongly recommends that all applicants seek the recommendation of the La Jolla Community Planning Association, the officially recognized Community Planning Group for the La Jolla Community Planning Area. The project went before both groups and the results of their actions are detailed below.

On September 4, 2008, the La Jolla Community Planning Association (LJCPA) passed two motions; one taking action on the application, and the other providing direction to the President of the LJCPA regarding the project's environmental document (See Attachment 14).

In the first motion, the LJCPA voted 14-0-0 to recommend denial of the subject project, following the recommendations of the La Jolla Traffic and Transportation Board and the La Jolla Shores Permit Review Committee. The LJCPA recommended denial of the project because of:

1. Inadequate transportation plan with impacts on adjacent intersections and pedestrian movements;
2. Detrimental street vacation for which the findings cannot be made;
3. Insufficient parking;

4. Unpermitted use of a Student Center in the La Jolla Shores Planned District Ordinance (LJSPDO); and
5. The project does not meet the green space requirements of the LJSPDO on its own without the public right of way vacations.

In the second motion, the LJCPA voted 14-0-0 to request that the President of the LJCPA send a letter to the City that:

1. Points out the errors in the draft Mitigated Negative Declaration (MND) and
2. Requests an Environmental Impact Report with better analysis of transportation, parking, street vacation, open space, land use, and community character.

On September 16, 2008 the La Jolla Shores Planned District Advisory Board (LJSPDAB) voted 4-0 to recommend denial of the project. Among a list of reasons, the LJSPDAB based their recommendation on traffic, impact on the surrounding neighborhood, non-conforming use as a student center, the proposed street vacation action, and non-use by the nearby single-family residential community.

Staff Response to Community Planning Group Issues – Following each of the LJCPA reasons for their denial recommendation, are responses from staff each issue.

1. Inadequate transportation plan with impacts on adjacent intersections and pedestrian movements - A comprehensive traffic study was completed for the project using City standards. In addition to the base analysis, a worst case analysis in terms of vehicular impact was conducted (assuming all patrons drive to the facility) and a worst case analysis in terms of pedestrian movements was conducted (assuming all patrons walk to the facility). These two extra analyses were conducted above and beyond the typical traffic study analyses. A full analysis of the La Jolla Village Drive/Torrey Pines Road, La Jolla Village Drive/La Jolla Scenic Way, La Jolla Scenic Drive North/Cliffridge Avenue, La Jolla Scenic Way/La Jolla Scenic Drive North, and La Jolla Scenic Drive North/Caminito Deseo intersections was completed in the project's traffic impact analysis. This analysis was completed for the scenarios listed below. No significant impacts were identified in terms of vehicular or pedestrian movements based on City of SD significance criteria.
  - a. Existing
  - b. Existing + cumulative projects
  - c. Existing + cumulative projects + project
  - d. 2030 without project
  - e. 2030 with project
2. Detrimental street vacation for which the findings cannot be made – It is staff's position that the street vacation findings can be made. As noted in the Public Right-of-Way Vacation Resolution (Attachment 9), there is no present or prospective use for the public right-of-way, either for the purpose for which it was originally required, or for any other public use of a like nature that can be anticipated; the public will benefit from the vacation through the improved utilization of the land

made available by the vacation; the vacation does not adversely affect any applicable land use plan; and the public facility for which the public right-of-way was originally acquired will not be detrimentally affected by this vacation.

La Jolla Scenic Drive North is a local street and there is little likelihood that this local street would be widened to the width allowed by the current right-of-way. As designed, La Jolla Scenic Drive North would meet the design standards of the City of San Diego Traffic Design Manual. The applicant would maintain more than 10,000 square feet of landscaped and hardscaped area for public use, both visually and physically, with a bike and pedestrian path, grove of native Torrey Pine Trees, a park bench, trash receptacle, and public drinking fountain. In addition, any liability and maintenance cost would be transferred from the City to the property owner with this vacation. The intended use of the site is consistent with the community plan and SF zone, which allows religious uses by right. Therefore, it is staff's position that the street vacation findings can be made.

3. Insufficient parking – The total parking requirement for proposed project is 74 spaces; with 6 spaces for Phase I and 68 spaces for Phase II. Six parking spaces are proposed for Phase I which meets the requirements of the San Diego Municipal Code. Sixty-eight parking spaces are proposed for Phase II, with 56 of the 68 spaces proposed through the use of parking lifts, which meets the requirements of the San Diego Municipal Code. In addition, the project has been conditioned to require the maintenance of a shared parking agreement with the University of California, San Diego for an additional sixty-seven (67) off-site parking spaces for Hillel's weekly Shabbat services, and up to 75 off-site parking spaces for occasional special events. The additional parking spaces shall be available from 1 hour prior to the event until 1 hour after each event. Should the off-site parking location be more than 600 feet from the subject site, the applicant shall be required to provide a shuttle service between the off-site location and the Hillel facility for both weekly Shabbat services and the occasional, on-site special events. Therefore, the project would meet the parking requirements of the San Diego Municipal Code.
4. Unpermitted use of a Student Center in the La Jolla Shores Planned District Ordinance (LJSPDO) – The project is proposing the development of a 12,100 square foot religious student center, including associated administrative uses and functions. The Hillel project site is within the Single Family (SF) zone in the La Jolla Shores Planned District, which permits churches, temples or buildings of a permanent nature, used primarily for religious purposes. Therefore, the religious student center is an allowable use at this location.
5. The project does not meet the green space requirements of the LJSPDO on its own without the public right of way vacations - The planting area requirement for the LJSPDO is 30 percent of the total lot area as specified in Section 1510.0304(h) of the Land Development Code. Should the public-right-of-way vacation be approved, the subject property would exceed the required amount of green space or landscape planting area by 215 percent. Should the vacated area not be included in the calculation, the planting area would be 78.9 percent of the entire street yard,

exceeding the LJSPDO requirement of 30 percent and the standard Street Yard Requirement of 25 percent as specified in Table 142-04C of the Land Development Code, Landscape Regulations.

Bulk and Scale not consistent with the surrounding development – It is staff's position that the Hillel project is compatible with the neighboring structures. Phase I involves the continued use of a 1,792 square-foot single-family residence and garage/storage structure at 8976 Cliffridge Avenue for religious offices and related use until such time as the proposed Phase II is developed and approved for occupancy. Alterations to the exterior or the height of the single-family home are not a part of this project, and would require additional review and approval by the City of San Diego, as conditioned in the project's Site Development Permit. Phase II involves the development of a two-level religious student center, consisting of an upper level main floor use area of 12,100 square-feet and a lower subterranean 17,000 square-foot garage.

As fully discussed in the Community Plan Analysis, the proposed development incorporates a number of specific design features which will allow the religious student center to achieve compatibility with the existing residential development in the vicinity, including variations in design in order to create the appearance of a series of smaller, individual structures; and concealing lower portions of the structure behind landscaped berms which will reduce the overall scale of the structure as viewed from the adjacent residential neighborhood. Torrey Pine trees are proposed as part of the project's landscaping plan, which would further screen and soften the structure at maturity. In addition, the project's subterranean garage is houses the project's loading area, trash and recycling area, and service elevator, so that any noise and visual impacts associated with these activities would be screened from surrounding residents.

The maximum building height for the Hillel facility is 22 feet above the main finish floor elevation. This is well below the allowable 30 feet and is consistent with the adjacent single-family development, including the two-story single family residence on the corner of Cliffridge Avenue and La Jolla Scenic Drive North. Additionally, any of the surrounding single family residences are allowed to develop up to the 30-foot height limit consistent with the allowable building heights within the LJSPDO and the Proposition 'D' Coastal Height Limit. The La Jolla Playhouse Theater complex on the University of California, San Diego (UCSD) campus exists across La Jolla Village Drive, approximately 100 yards to the north, and is developed with multi-story structures. The nature and color of the Hillel project's materials are similar to other structures in the neighborhood, and the design provides landscaping in excess of what is required.

Proposed Deviations – Following each deviation listed below, is staff's reason **(in bold)** for supporting that deviation. All three deviations seek to reduce the 24-foot width of curb cuts providing access to the project site:

1. Phase I, Alternative 1. A deviation from San Diego Municipal Code (SDMC) Section 142.0560 (j)(1) for minimum width of a non-residential driveway. Temporary deviation from the driveway width requirements, whereas, the applicant is proposing a 12-foot curb cut to access 8976 Cliffridge Avenue where the San

Diego Municipal Code requires 24 feet for a non-residential use. This deviation assumes approval of Phase II and the public right-of-way vacation request. When Phase II is constructed, the religious offices and related use at 8976 Cliffridge Avenue will move into the new 12,100 square-foot facility (Phase II) and the single-family home will revert back to its original use, which only requires a 12-foot curb cut as a residential use.

**Staff supports this deviation to a 12 foot wide curb cut because the narrower driveway is temporary in nature which is expected to revert back to a single family residence, reduces the impacts to on-street parking and allows for appropriate separation between the driveway and the required pedestrian ramp which matches the existing pedestrian ramp on the opposite side of the street.**

2. Phase I, Alternative 2. A deviation from San Diego Municipal Code (SDMC) Section 142.0560.(j)(1) for minimum width of a non-residential driveway. Permanent deviation from the driveway width requirements, whereas, the applicant is proposing a 20-foot curb cut to access 8976 Cliffridge Avenue where the San Diego Municipal Code requires 24 feet for a non-residential use. This deviation assumes denial of Phase II and the Public Right-of-Way Vacation request, and the permanent use of the single family home at 8976 Cliffridge Avenue as a non-residential use.

**Staff supports this deviation to a 20-foot curb cut because the narrower driveway reduces the impacts to on-street parking while still accommodating two-way traffic.**

3. Phase II. A deviation from San Diego Municipal Code (SDMC) Section 142.0560 (j)(1) for minimum width of a non-residential driveway. Deviation from the driveway width requirements, whereas, the applicant is proposing a 22-foot curb cut to access the religious student center where the San Diego Municipal Code requires 24 feet for a non-residential use.

**Staff supports this deviation to a 22-foot wide curb cut to reduce the impacts to on-street parking and to match the proposed drive aisle as designed for the project still accommodating two-way traffic.**

### **Conclusion:**

The continued use of 8976 Cliffridge Avenue as Hillel offices and the proposed 12,100 square-foot religious student center and subterranean parking structure are consistent with the Community Plan land use designation and zoning regulations of the La Jolla Shores Planned District Ordinance, which permit churches, temples or buildings of a permanent nature, used primarily for religious purposes. The Hillel facility's sole function is for religious purposes to promote the Jewish faith spiritually, educationally, and socially to the students at UCSD. All mentioned ancillary uses support the religious purpose and programming of the facility.

002818

The project has been reviewed in accordance with all applicable development regulations and the La Jolla Community Plan and Local Coastal Program, the City's General Plan, and the California Environmental Quality Act. Staff has determined the project complies with the applicable development regulations and would be consistent with the purpose and intent of the underlying zone. Staff believes the religious student center project is well designed and would be an asset to the neighborhood. Staff has provided the required findings to affirm the project and recommends that the Planning Commission recommend to the City Council approval of the project as proposed.

### ALTERNATIVES

1. Recommend that the City Council **Certify** Mitigated Negative Declaration No. 149437 and **Adopt** the Mitigation, Monitoring, and Reporting Program; and **Approve** Site Development Permit No. 527861, Public Right-of-Way Vacation No. 527860; and Easement Acquisition No. 584509, **with modifications**.
2. Recommend that the City Council **Not Certify** Mitigated Negative Declaration No. 149437 and **Not Adopt** the Mitigation, Monitoring, and Reporting Program; **Deny** Site Development Permit No. 527861, Public Right-of-Way Vacation No. 527860; and Easement Acquisition No. 584509, **if the findings required to approve the project cannot be affirmed**.
3. Should the Planning Commission vote to **Deny** Site Development Permit No. 527861 and Public Right-of-Way Vacation No. 527860 required for Phase II, it is requested that the Planning Commission Recommend that the City Council **Approve** Site Development Permit No. 527861 to allow the continued use of the single-family home at 8976 Cliffridge Avenue on a permanent basis. This alternative has been covered by the Mitigated Negative Declaration, and sufficiently reviewed by staff.

Respectfully submitted,



Mike Westlake  
Program Manager  
Development Services Department



Daniel Stricker  
Development Project Manager  
Development Services Department

BROUGHTON/DES

Attachments:

1. Aerial Photograph
2. Community Plan Land Use Map
3. Project Location Map

002819

4. Project Data Sheets
5. Project Information and Site Plans
6. Civil Engineering Plans
7. Landscape Plans
8. Architectural Plans
9. Draft Right-of-Way Vacation Resolution and Exhibits
10. Draft Permit with Conditions
11. Draft Permit Resolution with Findings
12. Transportation Demand and Parking Management Plan
13. Shared Parking Agreement
14. La Jolla Community Planning Association Recommendation
15. La Jolla Shores Planned District Ordinance Advisory Board Recommendation
16. Ownership Disclosure Statement
17. Project Chronology



Development Services Department  
Project Management Division

Aerial Photograph



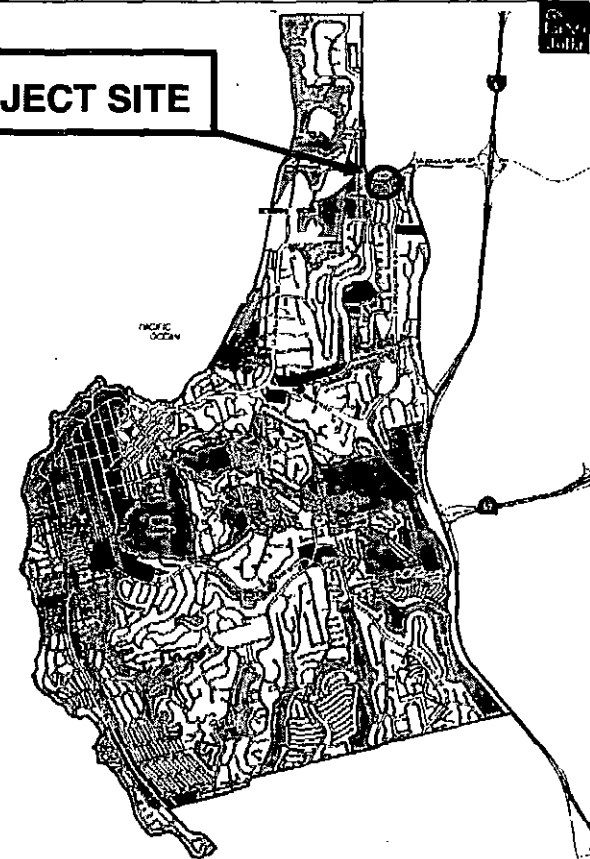
Development Services Department  
Project Management Division

# Community Land Use Map

## Legend

- Very Low Density Residential (0-5 DU/AC)
- Low Density Residential (5-9 DU/AC)
- Low Medium Residential (9-15 DU/AC)
- Medium Residential (15-30 DU/AC)
- Medium High Residential (30-45 DU/AC)
- Commercial/Mixed Use
- Parks, Open Space
- Schools
- Cultural
- Community Facilities

PROJECT SITE



Community Land Use Map

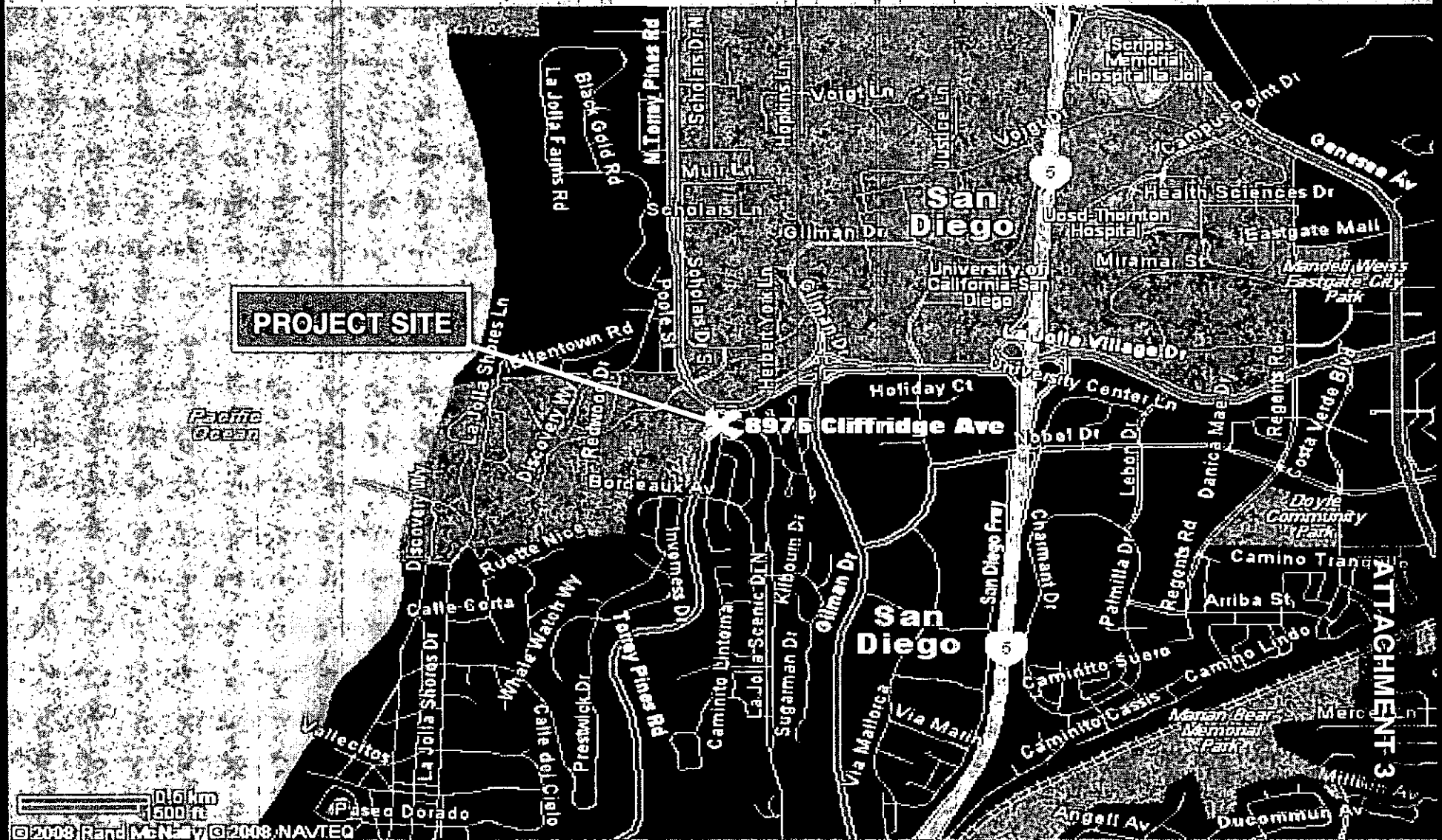
La Jolla Community Plan  
City of San Diego - Planning Department

Figure 1

ATTACHMENT 2

4

Development Services Department  
Project Management Division



Project Location Map

## Hillel of San Diego Student Center, Phase I

## ATTACHMENT 4

PROJECT DATA SHEET		
<b>PROJECT NAME:</b>	Hillel of San Diego Student Center (Phase I) – Project 149437	
<b>PROJECT DESCRIPTION:</b>	Continue use of an existing single dwelling for religious purposes until Phase II is occupied	
<b>COMMUNITY PLAN AREA:</b>	La Jolla	
<b>DISCRETIONARY ACTIONS:</b>	Site Development Permit, Easement Dedication, and Public Right-of-Way Vacation	
<b>COMMUNITY PLAN LAND USE DESIGNATION:</b>	Low Density Residential (5-9 du/ac)	
<b><u>ZONING INFORMATION:</u></b> <b>ZONE:</b> SF (Single Family) in the La Jolla Shores Planned District. Permits single unit residential, churches, temples and buildings used for religious purposes <b>HEIGHT LIMIT:</b> 30 feet <b>LOT SIZE:</b> Any size legal lot <b>FLOOR AREA RATIO:</b> NA <b>FRONT SETBACK:</b> General conformity <b>SIDE SETBACK:</b> General conformity <b>STREETSIDE SETBACK:</b> General conformity <b>REAR SETBACK:</b> General conformity <b>PARKING:</b> 6 parking spaces required, 6 parking spaces proposed.		
<b>ADJACENT PROPERTIES:</b>	<b>LAND USE DESIGNATION &amp; ZONE</b>	<b>EXISTING LAND USE</b>
<b>NORTH:</b>	Public Facilities/Institutional & RS-1-7 across street	University Campus
<b>SOUTH:</b>	Low Density Residential & SF	Single Detached Dwellings
<b>EAST:</b>	Low Density Residential & SF	Single Attached Dwellings
<b>WEST:</b>	Public Facilities/Institutional & RS-1-7 across street	Vacant
<b>DEVIATIONS OR VARIANCES REQUESTED:</b>	Minimum width of a non-residential driveway. See Permit for more detail.	
<b>COMMUNITY PLANNING GROUP RECOMMENDATION:</b>	- On September 4, 2008, the La Jolla Community Planning Association voted 14-0-0 to Deny. - On September 16, 2008, the La Jolla Shores Planned District Advisory Board voted 4-0 to Deny.	

PROJECT DATA SHEET		
<b>PROJECT NAME:</b>	Hillel of San Diego Student Center (Phase II) – Project 149437	
<b>PROJECT DESCRIPTION:</b>	Construction of a 12,100 square foot religious student center over a 17,000 square foot subterranean parking garage	
<b>COMMUNITY PLAN AREA:</b>	La Jolla	
<b>DISCRETIONARY ACTIONS:</b>	Site Development Permit, Easement Dedication, and Public Right-of-Way Vacation	
<b>COMMUNITY PLAN LAND USE DESIGNATION:</b>	Low Density Residential (5-9 du/ac)	
<b>ZONING INFORMATION:</b> <b>ZONE:</b> SF (Single Family) in the La Jolla Shores Planned District. Permits single unit residential, churches, temples and buildings used for religious purposes <b>HEIGHT LIMIT:</b> 30 feet <b>LOT SIZE:</b> Any size legal lot <b>FLOOR AREA RATIO:</b> NA <b>FRONT SETBACK:</b> General conformity <b>SIDE SETBACK:</b> General conformity <b>STREETSIDE SETBACK:</b> General conformity <b>REAR SETBACK:</b> General conformity <b>PARKING:</b> 68 parking spaces required, 68 parking spaces proposed		
<b>ADJACENT PROPERTIES:</b>	<b>LAND USE DESIGNATION &amp; ZONE</b>	<b>EXISTING LAND USE</b>
<b>NORTH:</b>	Public Facilities/Institutional & RS-1-7 across street	University Campus
<b>SOUTH:</b>	Low Density Residential & SF	Single Detached Dwellings
<b>EAST:</b>	Low Density Residential & SF	Single Attached Dwellings
<b>WEST:</b>	Public Facilities/Institutional & RS-1-7 across street	Vacant
<b>DEVIATIONS OR VARIANCES REQUESTED:</b>	Minimum width of a non-residential driveway. See Permit for more detail.	
<b>COMMUNITY PLANNING GROUP RECOMMENDATION:</b>	- On September 4, 2008, the La Jolla Community Planning Association voted 14-0-0 to Deny. - On September 16, 2008, the La Jolla Shores Planned District Advisory Board voted 4-0 to Deny.	

## Hillel of San Diego

- Street Vacation
- Right of Way Dedication
- La Jolla Shores Site Development Permit for Sustainable Building Development with Deviations from Development Regulations
- Change of Occupancy Permit
- Sustainable Expedite Program

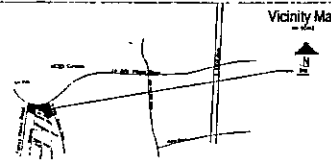


Severin Vaccaro  
 Right of Way Dedication  
 La Jolla Shores, Bay Development Permit for  
 Sustainable Building Development with  
 Deviations from Development Regulations  
 Change of Occupancy Permit  
 Sustainable Expedite Program

Issue Number	276
Issue Date	January 21, 2021

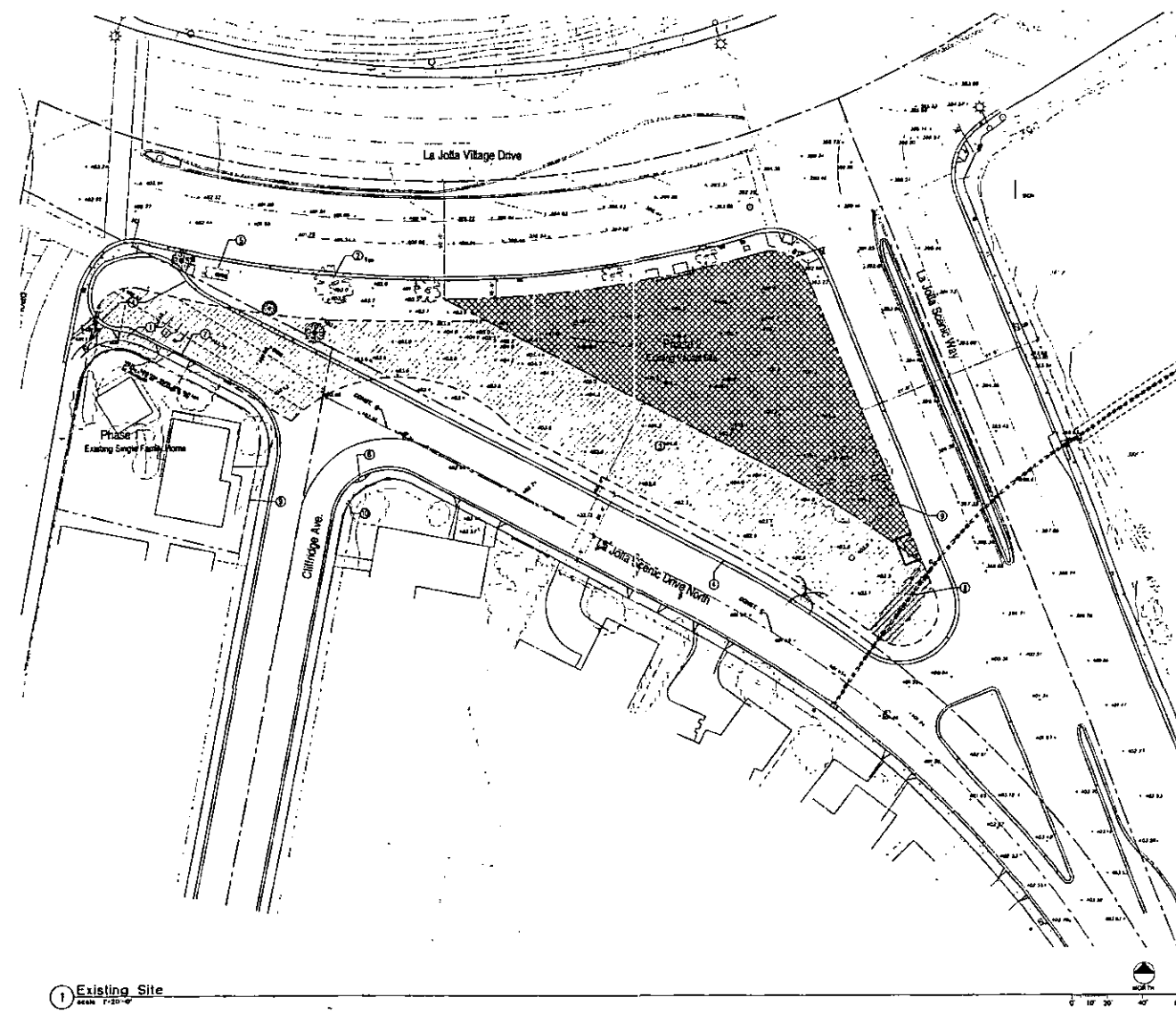


Hillel  
of San Diego  
San Diego, California



The parcel of land is located in an area identified as the La Jolla Shores Planned District in the La Jolla Community Plan (LJCP). It is formerly city land, and the city has subsequently sold the land to H&M of San Diego pursuant to City Council Resolution R-321433. The land is designated for residential and use in the La Jolla Community Plan, and in the La Jolla Shores Planned District. Churches, temples, or buildings of a permanent nature, used primarily religious purposes are consistent with that designation.

S:\Drawings\0735 - Hillel La Jolla\AutoCAD\Discretionary\Fourth Full re-submittal - 080919\A-10\_exist\_site.dwg, HP\_Lasalle 5000DN.pc3



- Hillel of San Diego
- Street Vacation
- Right of Way Dedication
- La Jolla Shores Site Development Permit for Sustainable Building Development with Deviations from Development Regulations
- Change of Occupancy Permit
- Sustainable Expedite Program

Project/Site History	
1	Existing property to be vacated
2	Area to be dedicated to public use for street use
3	Property to be dedicated to public use for street use
4	Existing site to be vacated
5	Existing site to be vacated
6	Existing site to be vacated
7	Existing site to be vacated
8	Existing site to be vacated
9	Existing site to be vacated
10	Existing site to be vacated

Current History	
1	Existing site to be vacated
2	Existing site to be vacated
3	Existing site to be vacated
4	Existing site to be vacated
5	Existing site to be vacated
6	Existing site to be vacated
7	Existing site to be vacated
8	Existing site to be vacated
9	Existing site to be vacated
10	Existing site to be vacated

Legend	
Existing Property Line	-----
Proposed Property Line	-----
Right of Way	-----
Existing Site	-----
Proposed Site	-----



Hillel  
of San Diego  
San Diego, California

Phase 1:  
8576 Cliffridge Avenue  
La Jolla, California 92037

Phase 2:  
Intersection of La Jolla Scenic Way  
La Jolla Village Drive  
and La Jolla Scenic Drive  
La Jolla, California 92037

Street Vacation	
Right of Way Dedication	
La Jolla Shores Site Development Permit for Sustainable Building Development with Deviations from Development Regulations	
Change of Occupancy Permit	
Sustainable Expedite Program	
Project Name	Hillel of San Diego
Project Address	8576 Cliffridge Avenue
Project City	La Jolla, California
Project State	California
Project Zip	92037
Project Phone	(619) 434-1111
Project Fax	(619) 434-1111
Project Email	hillel@hillel.org
Project Website	www.hillel.org
Project Contact	David Hillel
Project Title	La Jolla Shores Site Development Permit for Sustainable Building Development with Deviations from Development Regulations
Project Description	Change of Occupancy Permit
Project Status	Approved
Project Date	08/09/19
Project Version	1.0

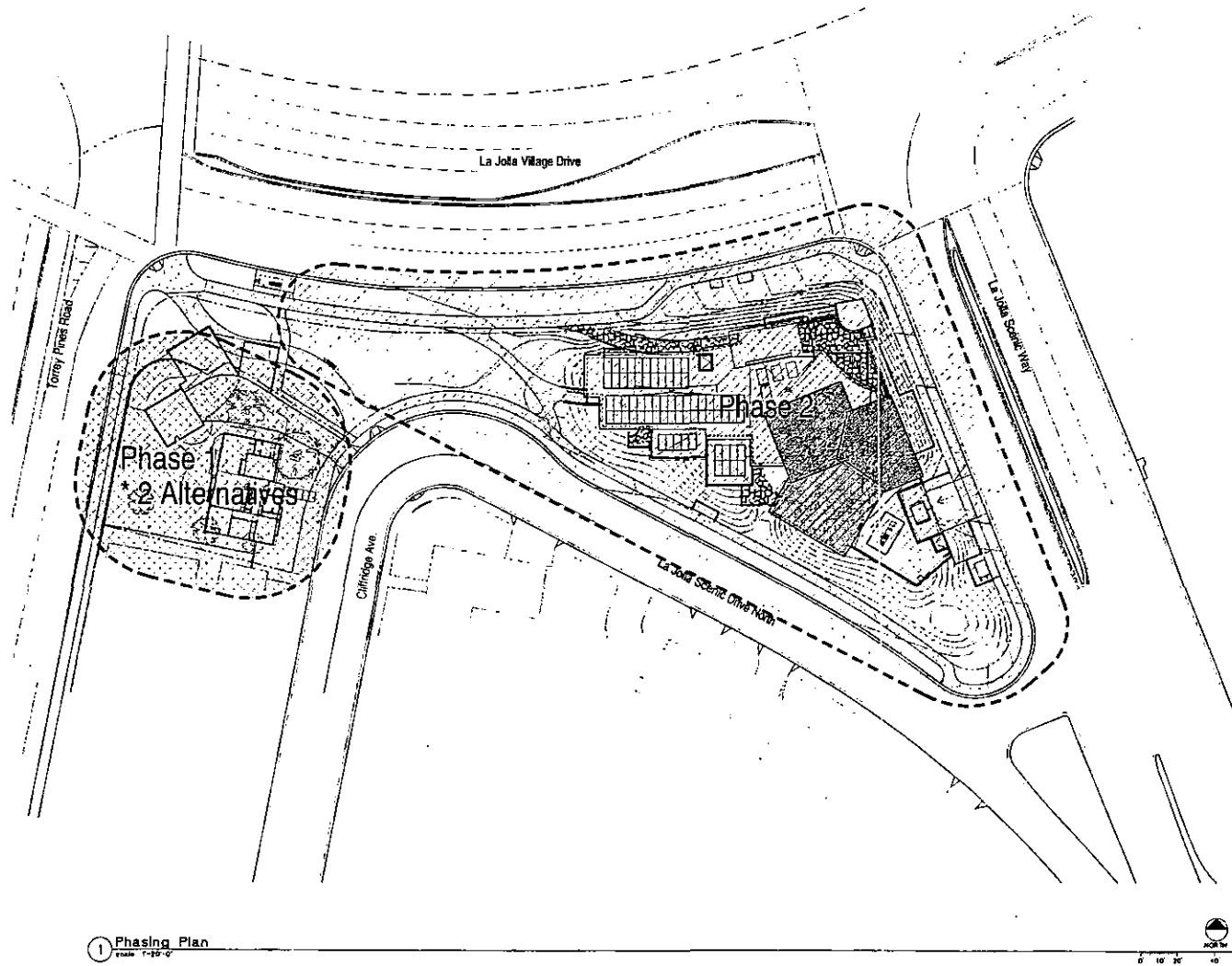
NOT FOR CONSTRUCTION

Existing  
Site Plan

A1.0

002830

002831

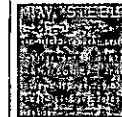


- Hillel of San Diego
- Street Vacation
- Right of Way Dedication
- La Jolla Shores Site Development Permit for Sustainable Building Development with Deviations from Development Regulations
- Change of Occupancy Permit
- Sustainable Expedite Program



Street Vacation  
Right of Way Dedication  
La Jolla Shores Site Development Permit for Sustainable Building Development with Deviations from Development Regulations  
Change of Occupancy Permit  
Sustainable Expedite Program

Project: 0735  
Submitted: January 21, 2010  
Status: Pending



Hillel  
of San Diego  
San Diego, California

Phase 1  
8978 Cliffridge Avenue  
La Jolla, California 92037

Phase 2  
Intersection of La Jolla Scenic Way,  
La Jolla Village Drive  
and La Jolla Scenic Drive  
La Jolla, California 92037

NOT FOR CONSTRUCTION

Phasing Plan

A1.1





- Street Vacation
- Right of Way Dedication
- La Jolla Shores Site Development Permit for Sustainable Building Development with Deviations from Development Regulations
- Change of Occupancy Permit
- Sustainable Expedite Program

**Site Plan Legend**

Proposed Building Footprint	-----
100' of 200' R/W	--- 200' --- 200' --- 200' --- 200' ---
Easement - 10'	-----
Utilities	-----

[illegible]

**General topics**

1. Name an act which involves the breaking of a prohibited statute: **SDP**
2. **Exemption**: A defence which may excuse some persons and some acts from the application of a law.
3. **Excuse**: A defence which excuses some persons and some acts from the consequences of a law.
4. **Defence**: A legal defence which excuses some persons and some acts from the consequences of a law.
5. **Defence**: A legal defence which excuses some persons and some acts from the consequences of a law.
6. **Defence**: A legal defence which excuses some persons and some acts from the consequences of a law.
7. **Defence**: A legal defence which excuses some persons and some acts from the consequences of a law.
8. **Defence**: A legal defence which excuses some persons and some acts from the consequences of a law.
9. **Defence**: A legal defence which excuses some persons and some acts from the consequences of a law.
10. **Defence**: A legal defence which excuses some persons and some acts from the consequences of a law.

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Drive Vacancies  
 Right of Way Dedication  
 Le Joka Shores Site Development Permit to  
 Sustainable Building Development and  
 Deviations from Development Regulations  
 Change of Occupancy Permit  
 Sustainable Expedite Program

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Publication	January 17, 1998
Issue	Page 1
Volume	1

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Hillel  
of San Diego  
San Diego, California

Phase 1  
6976 Cambridge Avenue  
La Jolla, California 92037

Phase 2.  
Intersection of La Jolla Scenic Way,  
La Jolla Village Drive  
and La Jolla Scenic Drive  
La Jolla, California 92037

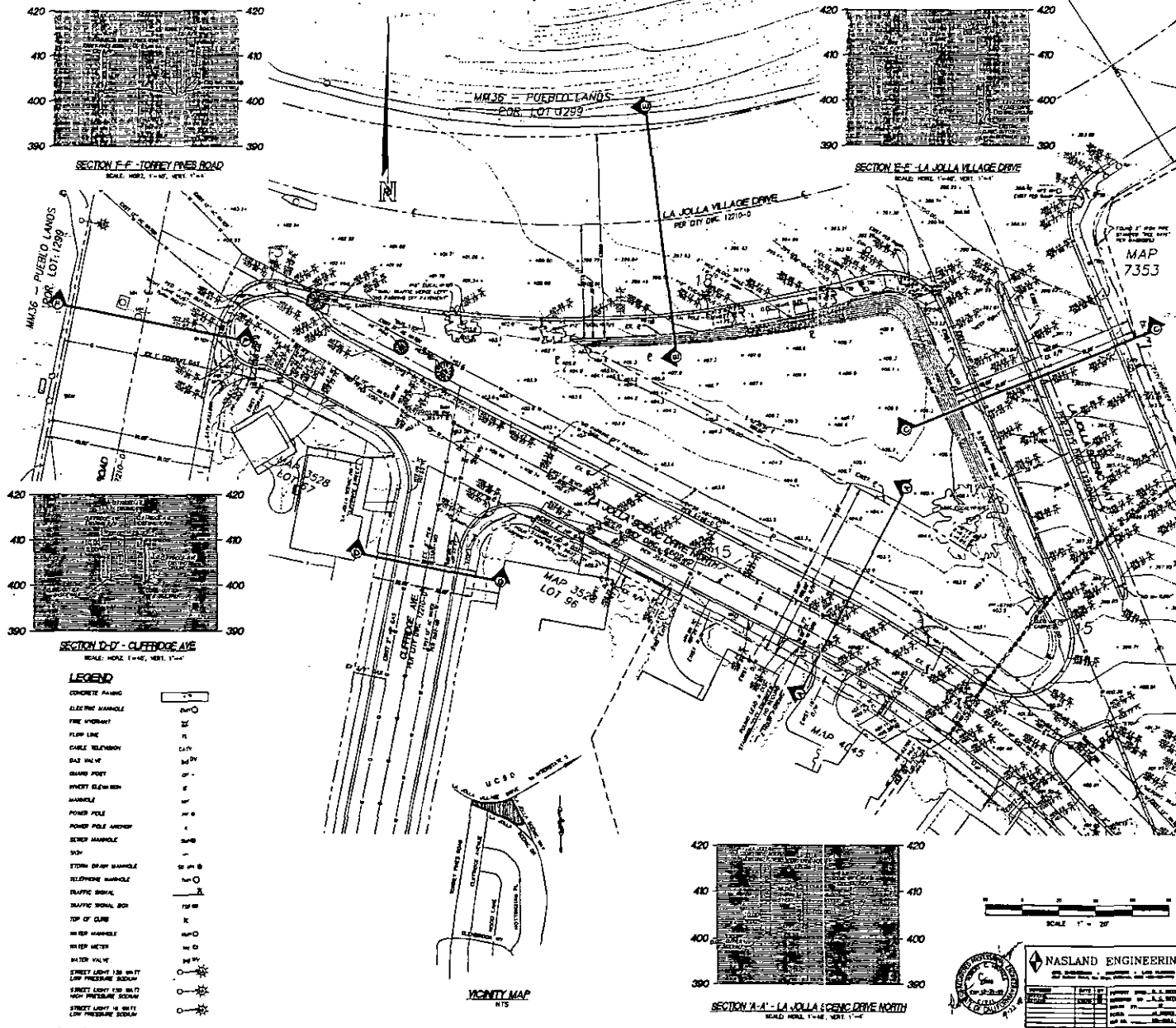
NOT FOR CONSTRUCTION

Phase 2:  
Proposed Site Plan

## A1.2

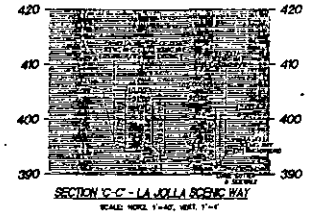
ATTACHMENT 5





Hillel of San Diego

- Street Vacation
- Right of Way Dedication
- La Jolla Shores Site Development Permit for Sustainable Building Development with Deviations from Development Regulations
- Change of Occupancy Permit
- Sustainable Expedite Program



**BENCHMARK**  
CITY OF SAN DIEGO BENCHMARK ON THE S.E. CURB RETURN AT LA JOLLA SCENIC & LA JOLLA VILLAGE DR.  
LA JOLLA SCENIC WAY  
ELEV. = 383.54'

**TOPOGRAPHIC SOURCE**  
INFORMATION PROVIDED BY NASLAND ENGINEERING  
- FIELD SURVEY MARCH 03, 2003 -

**NOTE**  
ALL PAVEMENT WILL BE PRIVATELY OWNED AND MAINTAINED. PLEASE SEE DATA # \_\_\_\_\_



Street Vacation  
Right of Way Dedication  
La Jolla Shores Site Development Permit for Sustainable Building Development with Deviations from Development Regulations  
Change of Occupancy Permit  
Sustainable Expedite Program

Project Number	0123
Project Name	La Jolla Shores Site Development Permit for Sustainable Building Development with Deviations from Development Regulations
Project Location	La Jolla Shores, San Diego, California
Project Date	March 03, 2003
Project Status	Completed

Hillel  
of San Diego  
San Diego, California

Phase 1:  
8976 Cliffridge Avenue  
La Jolla, California 92037

NOT FOR CONSTRUCTION  
EXISTING TOPOGRAPHY  
EXISTING CONDITIONS

Phase 2:  
Intersection of La Jolla Scenic Way,  
La Jolla Village Drive  
and La Jolla Scenic Drive  
La Jolla, California 92037

C1.0

Sheet No. 6 of 19

# Hillel of San Diego

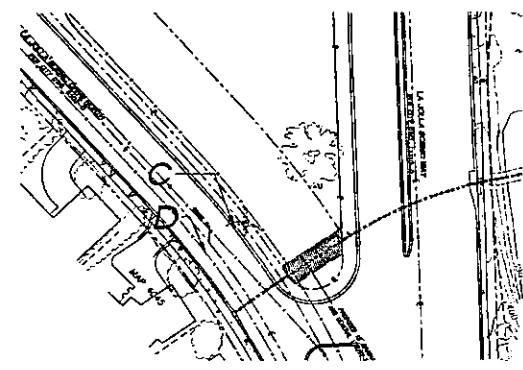
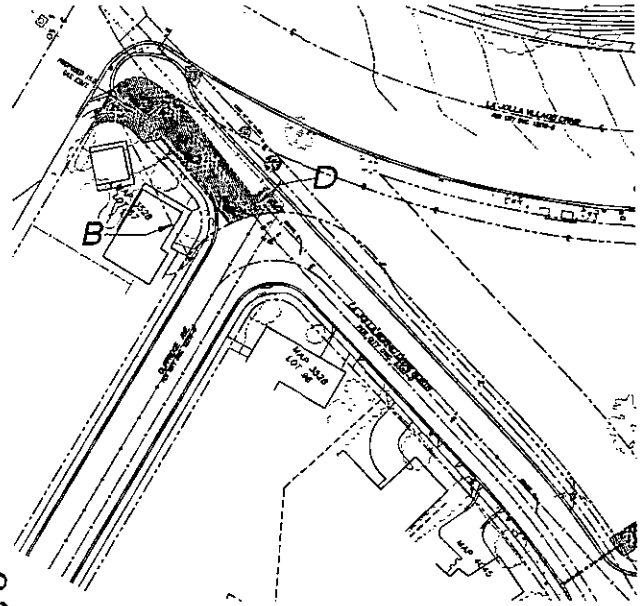
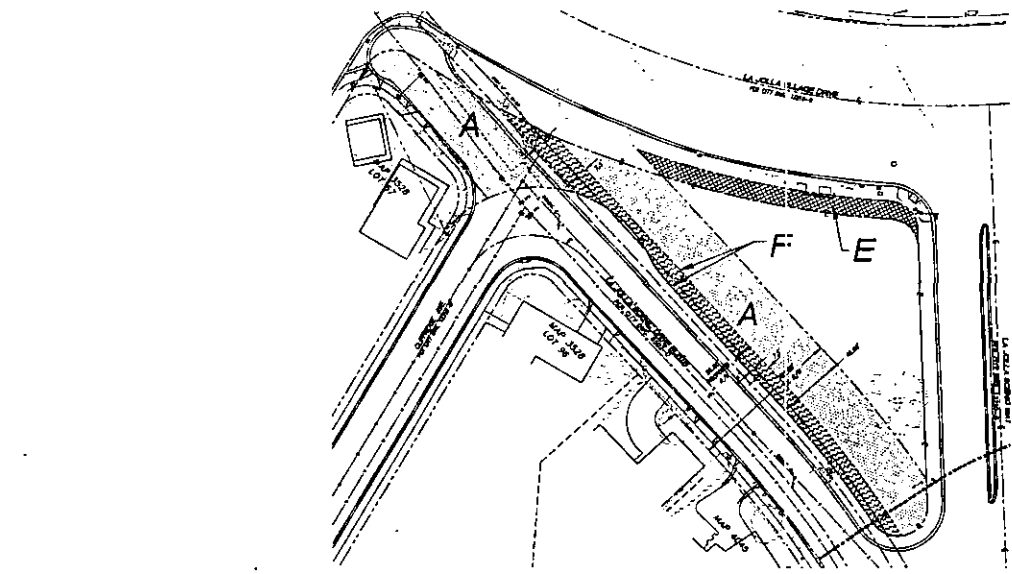
- Street Vacation
- Right of Way Dedication
- La Jolla Shores Site Development Permit for Sustainable Building Development with Deviations from Development Regulations
- Change of Occupancy Permit
- Sustainable Expedite Program

## SITE EASEMENTS LEGEND

- A INDICATES PORTION OF LA JOLLA SCENIC DRIVE NORTH TO BE VACATED WITH THIS PROJECT
- B INDICATES EXISTING OVERHEAD UTILITY LINES TO BE RELOCATED INTO UTILITY EASEMENT AT OWNERS EXPENSE
- C INDICATES PROPOSED UTILITY EASEMENT TO BE GRANTED
- D INDICATES PROPOSED UTILITY EASEMENT (NOTED ON PLAN) TO BE RESERVED FROM VACATED STREET
- E INDICATES PROPOSED RIGHT-OF-WAY DEDICATION
- F INDICATES PROPOSED TEMPORARY UTILITY EASEMENT TO BE RESERVED FROM STREET VACATION. THE TEMPORARY WATER EASEMENT WILL BE OBTAINED BY THE CITY UPON COMPLETION OF THE ABANDONMENT OF PORTION OF THE 12" WATER MAIN (SEE SHEET C-1)

MAPPING NOTE:  
A LOT CONVEYANCE PLANNED MAP WITH STREET VACATION, RESERVATION, AND EASEMENTS WILL BE PROVIDED.

NOTE: FOR BOUNDARY DIMENSIONS AND LIMITS OF ADJUTER'S RELINQUISHMENT OF ACCESS RIGHTS, SEE SHEET #8



SCALE 1" = 30'



**NASLAND ENGINEERING**  
2000 S. D. AVENUE, SUITE 100  
SAN DIEGO, CALIFORNIA 92108  
TEL: 619-594-1111  
FAX: 619-594-1112  
WWW.NASLANDENGINEERING.COM

Street Vacation	
Right of Way Dedication	
La Jolla Shores Site Development Permit for Sustainable Building Development with Deviations from Development Regulations	
Change of Occupancy Permit	
Sustainable Expedite Program	
Project Number:	0733
Original Date/January 21, 2017	
Revised:	
Drawn by:	J. A. Nasland
Checked by:	J. A. Nasland
Reviewed by:	J. A. Nasland
Approved by:	J. A. Nasland
Scale:	As Shown

Phase 1:  
8978 Cliffridge Avenue  
La Jolla, California 92037

Phase 2:  
Intersection of La Jolla Scenic Way,  
La Jolla Village Drive  
and La Jolla Scenic Drive  
La Jolla, California 92037

PROPOSED STREET VACATION  
STREET AND UTILITY EASEMENT  
DEDICATIONS

C2.0

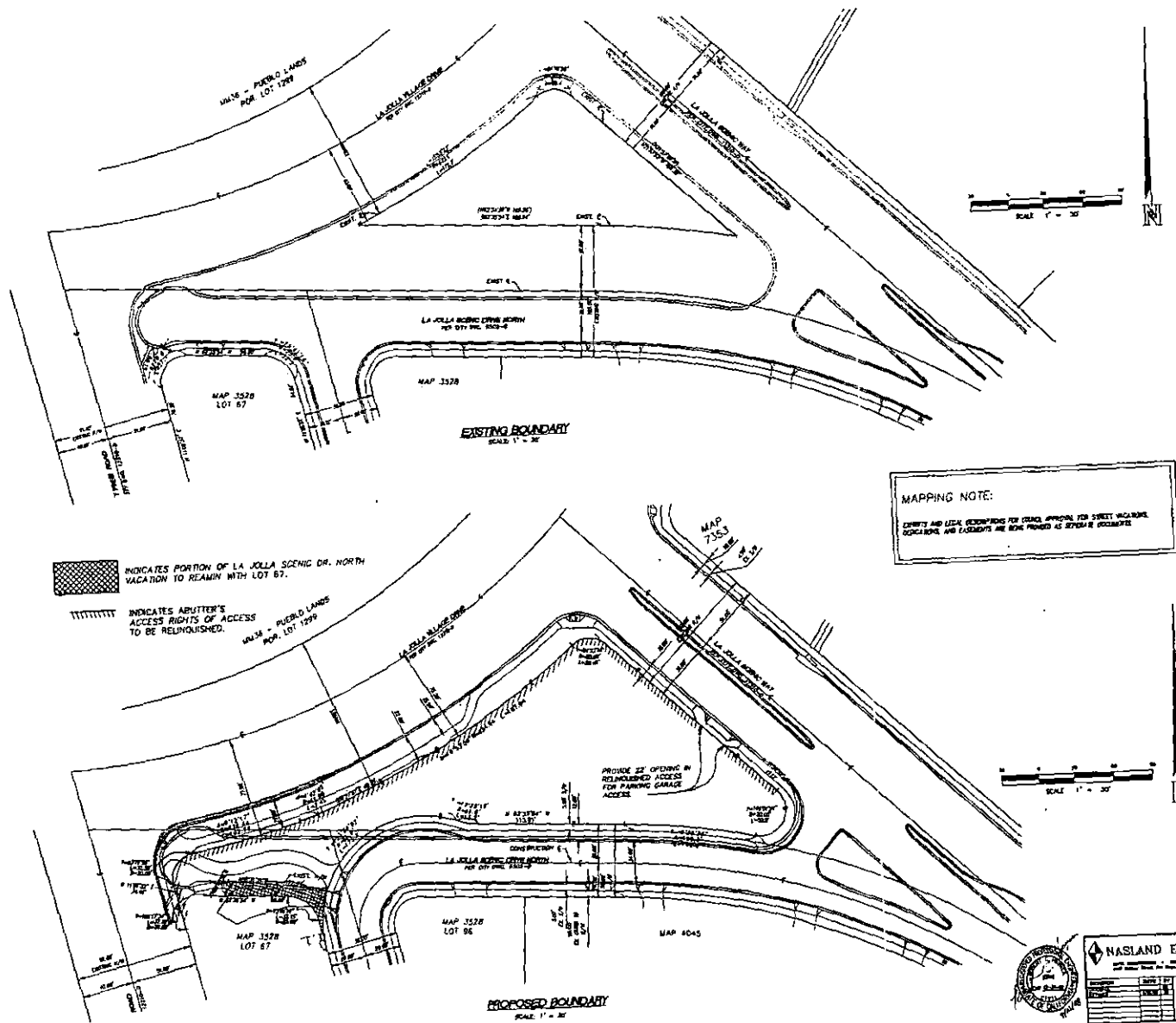
Sheet 7 of 12

002836

# Hillel of San Diego ATTACHMENT 6

- Street Vacation
- Right of Way Dedication
- La Jolla Shores Site Development Permit for Sustainable Building Development with Deviations from Development Regulations
- Change of Occupancy Permit
- Sustainable Expedite Program

C3.0  
82037



MAPPING NOTE:  
EXISTING AND LEGAL RECORDS FOR STREET VACATION, DEDICATION, AND EASEMENTS ARE NOW PROVIDED AS SEPARATE DOCUMENTS.

\*note:  
Prior to the February 24, 2004 resubmission, 8976 Cliffridge Avenue had been submitted with the following revision schedule:

Revision	By	Date	Description
1	W. J. SLOAN	11/11/03	Initial
2	W. J. SLOAN	11/11/03	Initial
3	W. J. SLOAN	11/11/03	Initial
4	W. J. SLOAN	11/11/03	Initial
5	W. J. SLOAN	11/11/03	Initial
6	W. J. SLOAN	11/11/03	Initial
7	W. J. SLOAN	11/11/03	Initial
8	W. J. SLOAN	11/11/03	Initial
9	W. J. SLOAN	11/11/03	Initial
10	W. J. SLOAN	11/11/03	Initial
11	W. J. SLOAN	11/11/03	Initial
12	W. J. SLOAN	11/11/03	Initial
13	W. J. SLOAN	11/11/03	Initial
14	W. J. SLOAN	11/11/03	Initial
15	W. J. SLOAN	11/11/03	Initial
16	W. J. SLOAN	11/11/03	Initial
17	W. J. SLOAN	11/11/03	Initial
18	W. J. SLOAN	11/11/03	Initial
19	W. J. SLOAN	11/11/03	Initial
20	W. J. SLOAN	11/11/03	Initial

Hillel of San Diego  
San Diego, California

Phase 1:  
8976 Cliffridge Avenue  
La Jolla, California 92037

Phase 2:  
Intersection of La Jolla Scenic Way,  
La Jolla Village Drive  
and La Jolla Scenic Drive  
La Jolla, California 92037

NOT FOR CONSTRUCTION  
EXISTING AND  
PROPOSED  
BOUNDARIES

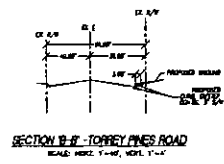
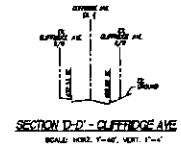
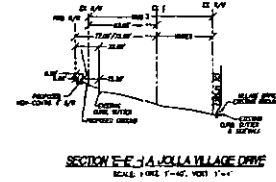
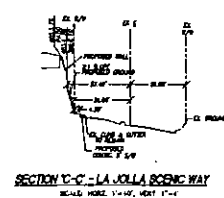
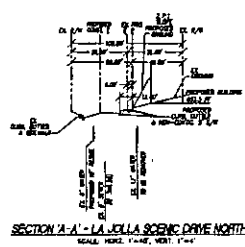
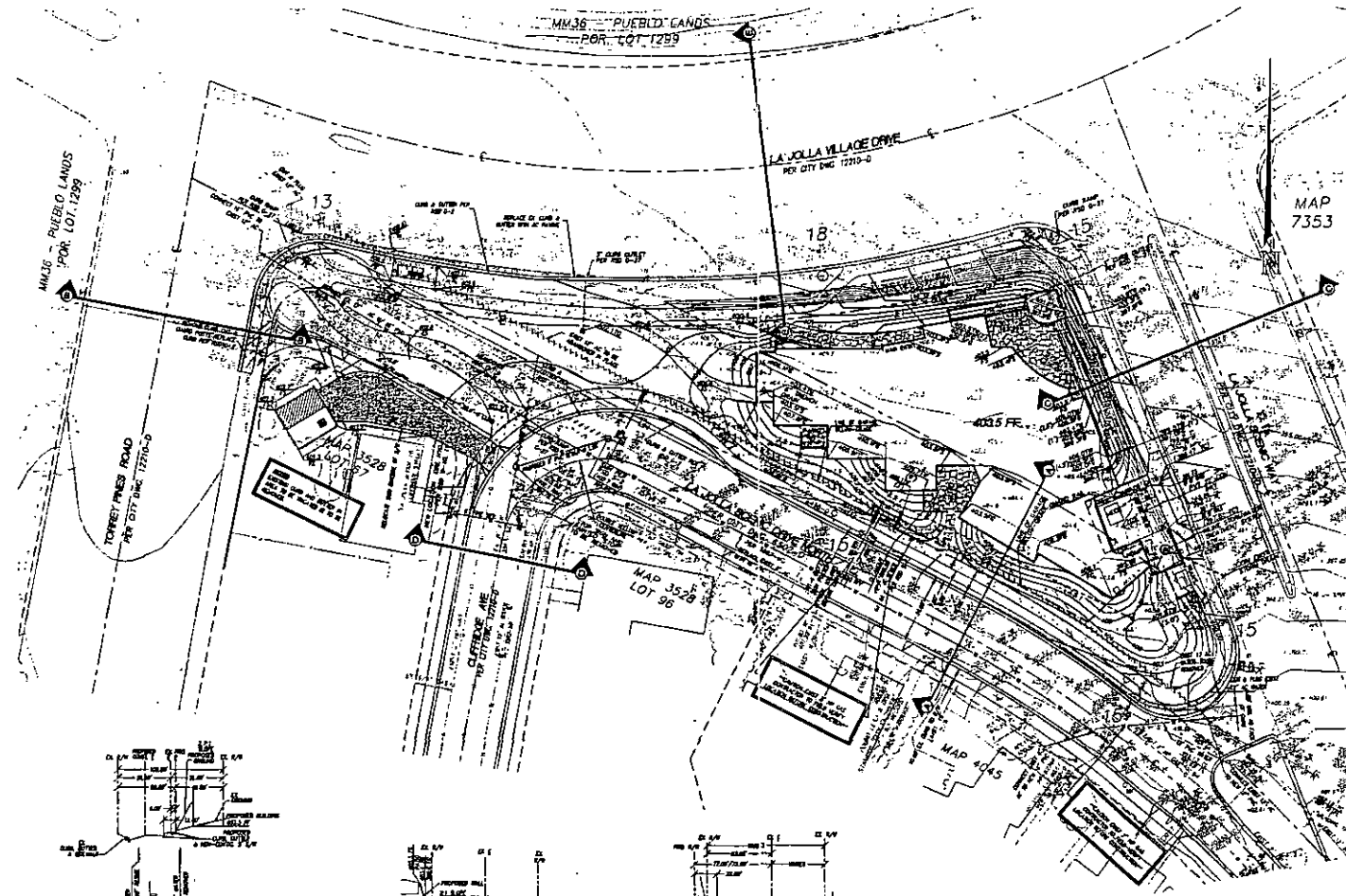
C3.0



NASLAND ENGINEERING	
DATE: 11/11/03	BY: W. J. SLOAN
CHECKED: 11/11/03	BY: W. J. SLOAN
APPROVED: 11/11/03	BY: W. J. SLOAN
PROJECT: 8976 Cliffridge Avenue	LOCATION: La Jolla, California
SCALE: 1" = 30'	DATE: 11/11/03

Hillel of San Diego

- Street Vacation
- Right of Way Dedication
- La Jolla Shores Site Development Permit for Sustainable Building Development with Deviations from Development Regulations
- Change of Occupancy Permit
- Sustainable Expedite Program



**LEGEND**

PROPERTY LINE	PRIVATE STONE BRICK TADA/WHITE BRICK WALL
ADJACENT LINE	STONE/REPLACE LATERAL
RIGHT-OF-WAY LINE	STONE/REPLACE LATERAL
PAVED DRIVEWAY	STONE/REPLACE LATERAL
TOP OF WALL	STONE/REPLACE LATERAL
TOP OF WALL HEIGHT	STONE/REPLACE LATERAL
RETAINING WALL	STONE/REPLACE LATERAL
PRIVATE STONE BRICK	STONE/REPLACE LATERAL
PRIVATE STONE BRICK MALET	STONE/REPLACE LATERAL
PRIVATE STONE BRICK CEMENT	STONE/REPLACE LATERAL
PRIVATE STONE BRICK INCLINED STONE	STONE/REPLACE LATERAL

Note: Prior to the February 24, 2004 referendum, 6576 Cliffridge Avenue had been submitted with the following revision schedule:

Street Vacation  
Right of Way Dedication  
La Jolla Shores Site Development Permit for Sustainable Building Development with Deviations from Development Regulations  
Change of Occupancy Permit  
Sustainable Expedite Program

Project Number: 0735  
Project Name: Hillel of San Diego  
Project Location: 6576 Cliffridge Avenue, San Diego, California 92037  
Project Date: January 2, 2007

Phase 1:  
8976 Cliffridge Avenue  
La Jolla, California 92037

Phase 2:  
Intersection of La Jolla Scenic Way,  
La Jolla Village Drive  
and La Jolla Scenic Drive  
La Jolla, California 92037

Hillel of San Diego  
San Diego, California

CONCEPTUAL  
GRADING PLAN

C4.0



832700

PORTIONS OF THIS PLAN (E.G. IMPROVEMENTS AROUND THE EXISTING BUILDING AND TEMPORARY PARKING) ARE INTENDED AS TEMPORARY IMPROVEMENTS. THE PARTS THAT ARE CONSISTENT WITH THE LANDSCAPE CONCEPT FOR THE OVERALL SITE (E.G. SIDEWALKS AND STREETCROSSING ALONG LA JOLLA VILLAGE AND THE UPPER PORTION OF THE PLAN) WILL REMAIN TEMPORARY IMPROVEMENTS, SUCH AS PAVING OF TEMPORARY PARKS, WILL BE REMOVED UPON COMPLETION OF PHASE 2.

PLANTS SHALL BE PLANTED DEEPLY, BUT NOT EXCESSIVELY, TO PREVENT GROWTH ROTTING AND SHALL BE PROTECTED BY SOUND AGRICULTURAL PRACTICES.

PLANTS SHALL BE PLANTED IN ACCORDANCE WITH SPECIFIC GROWTH TRAINING STANDARDS TO MAINTAIN THEIR AIRSPACE SHAPED AND BUILT, AND TO INSURE THE HEALTH OF THE TREES AND THE SAFETY OF THE PUBLIC.

TREE BARK AND BRANCHES SHALL BE PROTECTED AND MAINTAINED PHYSICALLY AND CHEMICALLY NECESSARY TO INSURE THAT THEY ARE ADEQUATELY SUBSISTING BY THE TREE'S OWN CAPABILITY, AND THIS IS

[illegible]

THIS PROJECT IS DESIGNED TO ADD A RECREATIVE LANDSCAPE  
WATERWAY TO COMPLY WITH CITY DEVELOPMENT ALL PLANNING  
DEPARTMENT SHALL BE SUBMITTED WITH A PERMANENT ADJUTANT  
REPRESENTATIVE SYSTEM DRAINAGE DRAINAGE OR LOTS  
REPRESENTATIVE A PERMANENT ADJUTANT RECREATIVE AREAS ALL  
WATERWAY AREAS IN THE DRAINAGE OF THE CITY FOR THE TWO FEET  
OF THE SHORELINE SHALL HAVE SLOPED PLANTING IN THE AREAS  
BE ON THE SHORELINE CONTROLLED FROM EACH SHORELINE LOT

**MAINTENANCE NOTES**

LANDSCAPE MAINTENANCE SHALL BE PROVIDED ON ALL PLANNED  
AREAS OF THE SITE, PER THE CITY OF SAN DIEGO  
LANDSCAPE MAINTENANCE, SHALL FOLLOW THE REQUIREMENTS OF THE  
CITY OF SAN DIEGO, AND SPECIFICATIONS OF THE CITY  
CITY OF SAN DIEGO

THE APPLICANT, OWNER OF THE LAND, SHALL BE  
RESPONSIBLE FOR LONG TERM MAINTENANCE CONTRACT

REVISION 01/20/2018

LANDSCAPE MAINTENANCE SHALL BE PERFORMED ON ALL APPROVED AREAS OF THE SITE FOR THE ENTIRETY OF THE CITY OF SAN DIEGO LANDSCAPE MAINTENANCE. IN ACCORDANCE WITH THE REQUIREMENTS OF THE MAINTENANCE MANUAL AND SPECIFICATIONS OF SAN DIEGO CITY LANDSCAPE ARCHITECTS.

THE APPLICANT, UNDER THE CITY OF SAN DIEGO, SHALL BE RESPONSIBLE FOR LONG TERM MAINTENANCE CONTRACT.

FOR MORE INFORMATION, PLEASE CONTACT:

1. ALL LANDSCAPE AND PLANTATION SHALL COMPLY TO THE STANDARDS OF THE CITY-WIDE LANDSCAPE REGULATIONS IN CITY OF SAN DIEGO LAND DEVELOPMENT HANDBOOK, LANDSCAPE STANDARDS AND THE LA JOLLA BUSINESS PLANNED DISTRICT REGULATIONS AND ALL OTHER LANDSCAPE RELATED CITY AND REGIONAL ORDINANCES AS OF THE APPROVED DATE OF THIS PLAN.

[illegible]

**THE JOURNAL OF THE**

Hillel  
of San Diego  
San Diego, California

Phase 1:  
8878 Clifbridge Avenue  
La Jolla, California 92037

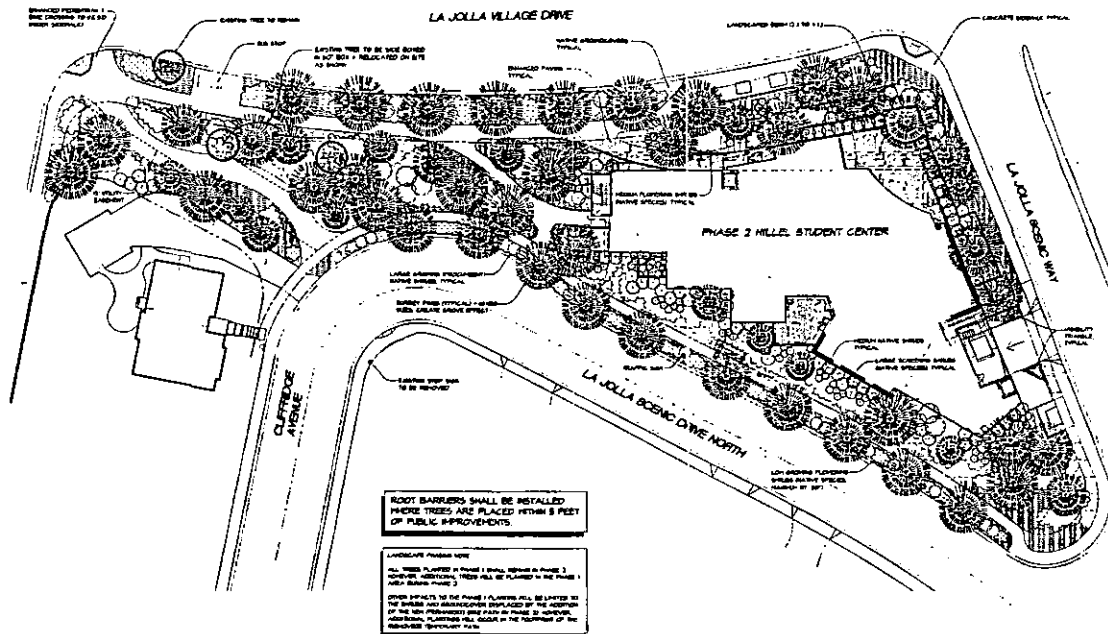
Phase 2:  
Intersection of La Jolla Scenic Way  
La Jolla Village Drive  
and La Jolla Scenic Drive  
La Jolla, California 92037

NOT FOR CONSTRUCTION

LANDSCAPE CONCEPT  
PLAN

1-1

## PHASE 1



## LANDSCAPE CALCULATIONS

## STREET YARD

TOTAL AREA: 1,100 SQ. FT.

PLANTING AREA REQUIRED: 1,100 SQ. FT.

PLANTING AREA PROVIDED: 1,100 SQ. FT. + 10%

EXCEEDS PLANTING AREA REQUIREMENTS BY 100 SQ. FT.

PLANTING POINTS REQUIRED: 1,100 SQ. FT. x 0.25

PLANTING POINTS PROVIDED: 1,100 POINTS

1 EXISTING 4" CAL. TORREY PINE 200 POINTS

1 EXISTING 4" CAL. TORREY PINE 200 POINTS

75 8" B&L TREES - 3 PFS 10 POINTS

40 2 1/2" B&L TREES - 10 PFS 80 POINTS

20 2 1/2" B&L TREES - 10 PFS 40 POINTS

20 2 1/2" B&L TREES - 10 PFS 40 POINTS

400 POINTS

REMAINING YARD

TOTAL AREA: 1,100 SQ. FT.

PLANTING AREA REQUIRED: 1,100 SQ. FT. + 10%

PLANTING AREA PROVIDED: 1,100 SQ. FT. + 10%

EXCEEDS PLANTING AREA REQUIREMENTS BY 100 SQ. FT.

PLANTING POINTS REQUIRED: 1,100 SQ. FT. x 0.25

PLANTING POINTS PROVIDED: 1,100 POINTS

1 EXISTING 4" CAL. TORREY PINE 200 POINTS

1 EXISTING 4" CAL. TORREY PINE 200 POINTS

75 8" B&L TREES - 3 PFS 10 POINTS

40 2 1/2" B&L TREES - 10 PFS 80 POINTS

20 2 1/2" B&L TREES - 10 PFS 40 POINTS

20 2 1/2" B&L TREES - 10 PFS 40 POINTS

400 POINTS

## PHASE 2 CONCEPT

THIS PASSIVE NATIVE HABITAT GARDEN SET WITHIN A GROVE OF TORREY PINES IS DEDICATED TO THOSE INDIVIDUALS WHO HELPED SAVE, FOSTER, STUDY, CELEBRATE AND OTHERWISE ENJOYED THIS RARE SPECIES OF TREE THAT IS UNIQUE TO LA JOLLA.

## MAINTENANCE CRITERIA

TREES SHALL BE MAINTAINED ACCORDING TO THE CITY OF SAN DIEGO'S LANDSCAPE MAINTENANCE CRITERIA. TREES SHALL BE MAINTAINED BY THE CITY OF SAN DIEGO'S LANDSCAPE MAINTENANCE CRITERIA.

PLANTS SHALL BE MAINTAINED IN ACCORDANCE WITH THE CITY OF SAN DIEGO'S LANDSCAPE MAINTENANCE CRITERIA. PLANTS SHALL BE MAINTAINED BY THE CITY OF SAN DIEGO'S LANDSCAPE MAINTENANCE CRITERIA.

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PLANTS SHALL BE MAINTAINED IN ACCORDANCE WITH THE CITY OF SAN DIEGO'S LANDSCAPE MAINTENANCE CRITERIA. PLANTS SHALL BE MAINTAINED BY THE CITY OF SAN DIEGO'S LANDSCAPE MAINTENANCE CRITERIA.

DEAD PLANTS SHALL BE MAINTAINED IN ACCORDANCE WITH THE CITY OF SAN DIEGO'S LANDSCAPE MAINTENANCE CRITERIA. DEAD PLANTS SHALL BE MAINTAINED BY THE CITY OF SAN DIEGO'S LANDSCAPE MAINTENANCE CRITERIA.

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## GENERAL NOTES

1. ALL LANDSCAPE AND PLANTING SHALL BE IN ACCORDANCE WITH THE CITY OF SAN DIEGO'S LANDSCAPE MAINTENANCE CRITERIA. ALL LANDSCAPE AND PLANTING SHALL BE IN ACCORDANCE WITH THE CITY OF SAN DIEGO'S LANDSCAPE MAINTENANCE CRITERIA.

2. ALL LANDSCAPE AND PLANTING SHALL BE IN ACCORDANCE WITH THE CITY OF SAN DIEGO'S LANDSCAPE MAINTENANCE CRITERIA. ALL LANDSCAPE AND PLANTING SHALL BE IN ACCORDANCE WITH THE CITY OF SAN DIEGO'S LANDSCAPE MAINTENANCE CRITERIA.

3. ALL LANDSCAPE AND PLANTING SHALL BE IN ACCORDANCE WITH THE CITY OF SAN DIEGO'S LANDSCAPE MAINTENANCE CRITERIA. ALL LANDSCAPE AND PLANTING SHALL BE IN ACCORDANCE WITH THE CITY OF SAN DIEGO'S LANDSCAPE MAINTENANCE CRITERIA.

4. ALL LANDSCAPE AND PLANTING SHALL BE IN ACCORDANCE WITH THE CITY OF SAN DIEGO'S LANDSCAPE MAINTENANCE CRITERIA. ALL LANDSCAPE AND PLANTING SHALL BE IN ACCORDANCE WITH THE CITY OF SAN DIEGO'S LANDSCAPE MAINTENANCE CRITERIA.

5. ALL LANDSCAPE AND PLANTING SHALL BE IN ACCORDANCE WITH THE CITY OF SAN DIEGO'S LANDSCAPE MAINTENANCE CRITERIA. ALL LANDSCAPE AND PLANTING SHALL BE IN ACCORDANCE WITH THE CITY OF SAN DIEGO'S LANDSCAPE MAINTENANCE CRITERIA.

6. ALL LANDSCAPE AND PLANTING SHALL BE IN ACCORDANCE WITH THE CITY OF SAN DIEGO'S LANDSCAPE MAINTENANCE CRITERIA. ALL LANDSCAPE AND PLANTING SHALL BE IN ACCORDANCE WITH THE CITY OF SAN DIEGO'S LANDSCAPE MAINTENANCE CRITERIA.

7. ALL LANDSCAPE AND PLANTING SHALL BE IN ACCORDANCE WITH THE CITY OF SAN DIEGO'S LANDSCAPE MAINTENANCE CRITERIA. ALL LANDSCAPE AND PLANTING SHALL BE IN ACCORDANCE WITH THE CITY OF SAN DIEGO'S LANDSCAPE MAINTENANCE CRITERIA.

8. ALL LANDSCAPE AND PLANTING SHALL BE IN ACCORDANCE WITH THE CITY OF SAN DIEGO'S LANDSCAPE MAINTENANCE CRITERIA. ALL LANDSCAPE AND PLANTING SHALL BE IN ACCORDANCE WITH THE CITY OF SAN DIEGO'S LANDSCAPE MAINTENANCE CRITERIA.

## IRRIGATION NOTES

1. ALL LANDSCAPE AND PLANTING SHALL BE IN ACCORDANCE WITH THE CITY OF SAN DIEGO'S LANDSCAPE MAINTENANCE CRITERIA. ALL LANDSCAPE AND PLANTING SHALL BE IN ACCORDANCE WITH THE CITY OF SAN DIEGO'S LANDSCAPE MAINTENANCE CRITERIA.

2. ALL LANDSCAPE AND PLANTING SHALL BE IN ACCORDANCE WITH THE CITY OF SAN DIEGO'S LANDSCAPE MAINTENANCE CRITERIA. ALL LANDSCAPE AND PLANTING SHALL BE IN ACCORDANCE WITH THE CITY OF SAN DIEGO'S LANDSCAPE MAINTENANCE CRITERIA.

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4. ALL LANDSCAPE AND PLANTING SHALL BE IN ACCORDANCE WITH THE CITY OF SAN DIEGO'S LANDSCAPE MAINTENANCE CRITERIA. ALL LANDSCAPE AND PLANTING SHALL BE IN ACCORDANCE WITH THE CITY OF SAN DIEGO'S LANDSCAPE MAINTENANCE CRITERIA.

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## Hillel of San Diego

- Street Vacation
- Right of Way Dedication
- La Jolla Shores Site Development Permit for Sustainable Building Development with Deviations from Development Regulations
- Change of Occupancy Permit
- Sustainable Expedite Program



Hillel  
of San Diego  
San Diego, California

Phase 1:  
8876 Cliffside Avenue  
La Jolla, California 92037

Phase 2:  
Intersection of La Jolla Village Drive  
and La Jolla Village Drive  
La Jolla, California 92037

Street Vacation  
Right of Way Dedication  
La Jolla Shores Site Development Permit for Sustainable Building Development with Deviations from Development Regulations  
Change of Occupancy Permit  
Sustainable Expedite Program

Item	Quantity
1. 12" B&L TREES - 3 PFS	10
2. 2 1/2" B&L TREES - 10 PFS	80
3. 2 1/2" B&L TREES - 10 PFS	40
4. 2 1/2" B&L TREES - 10 PFS	40
5. 2 1/2" B&L TREES - 10 PFS	40
6. 2 1/2" B&L TREES - 10 PFS	40
7. 2 1/2" B&L TREES - 10 PFS	40
8. 2 1/2" B&L TREES - 10 PFS	40
9. 2 1/2" B&L TREES - 10 PFS	40
10. 2 1/2" B&L TREES - 10 PFS	40

NOT FOR CONSTRUCTION  
LANDSCAPE CONCEPT  
PLAN

L-2

Scale: 1" = 20'



DAVID REED  
LANDSCAPE  
ARCHITECTS

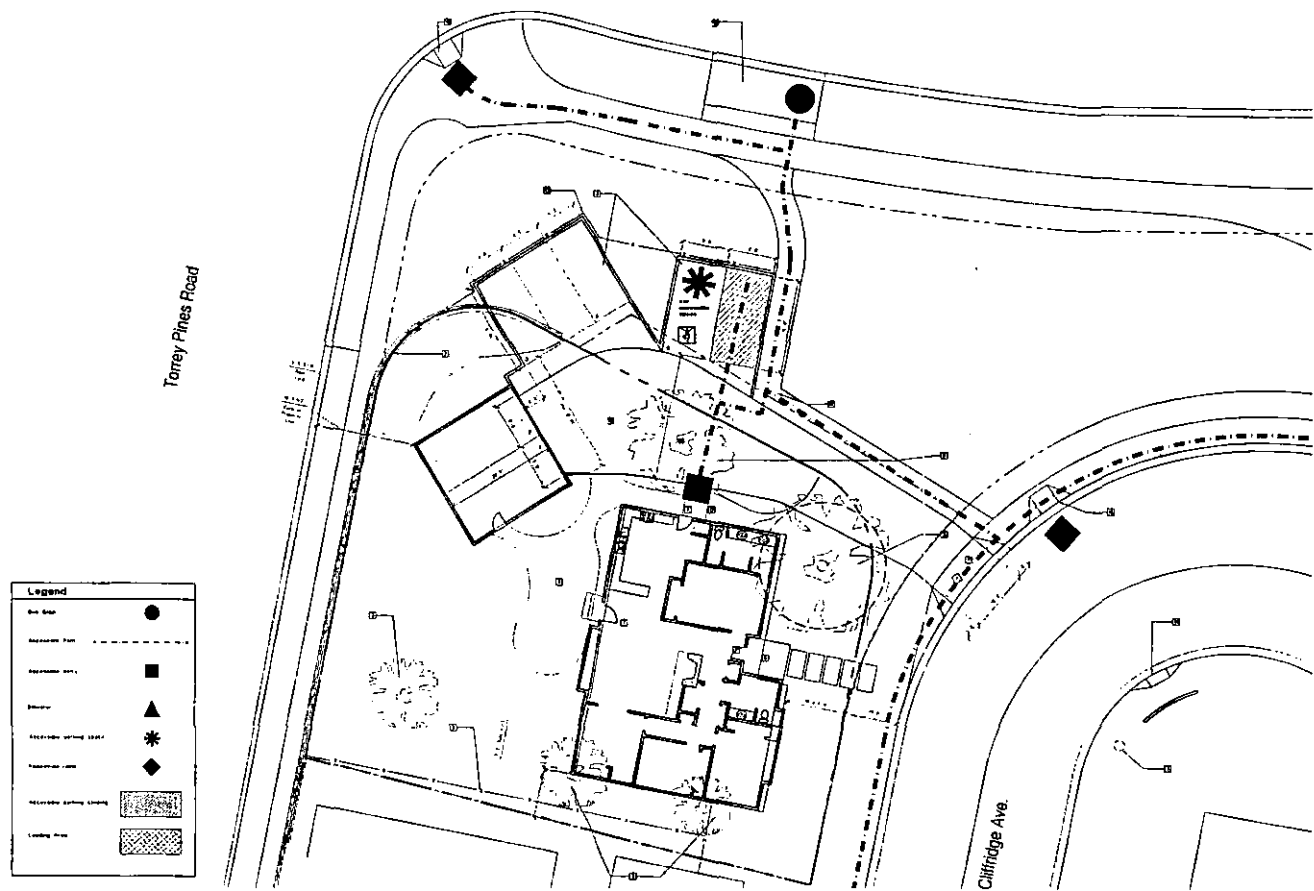


PHASE 2

FOR PLANT PALETTE, SEE SHEET L-3



002543



**① Phase 1: Parking Alternative 1: Temporary Parking until Phase 2 complete**

**Notes:**

**Parking Alternative 1:** Provide 6 parking spaces in the abandoned cut-de-sac. This alternative involves the construction of a temporary sidewalk and parking improvements in the abandoned cut-de-sac right of way. If the street vacation is approved as part of the Site 653 Project, this alternative assumes that Hillel's application for the Site 653 Site Development Permit and application for street vacation will be approved.

**Parking Alternative 2:** This alternative provides for satisfying the parking requirements on site. This alternative provides for demolition of the existing garage at the House and construction of 6 parking spaces on the site of the House Project as depicted on site plan Sheet A2.1, submitted herewith. We would propose that this alternative be required only if the Site 653 application and corresponding street vacation is denied.

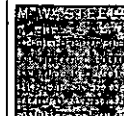
**Hillel of San Diego**

- Street Vacation
- Right of Way Dedication
- La Jolla Shores Site Development Permit for Sustainable Building Development with Deviations from Development Regulations
- Change of Occupancy Permit
- Sustainable Expedite Program

Site Plan Notes	
(1)	Existing path open to the roadways
(2)	Existing C&G wall
(3)	Existing area to remain
(4)	Existing path
(5)	Existing walk way
(6)	Existing fence
(7)	East Side (12.8 - 13.8)
(8)	Temporary parking, to be removed at completion of Phase 2
(9)	Existing area to be removed
(10)	New concrete driveway
(11)	New concrete lot
(12)	Asphalt/Gravel path and entry
(13)	Proposed 10' high fence for security
(14)	Existing path/way to remain
(15)	Existing path 1000 sq ft lot
(16)	Proposed pedestrian ramp
(17)	Temporary shed and pedestrian path during Phase 1

**SDP Deviations**

- Major 1: Existing driveway 1 replaced by asphalt lot for 10' x 20' and 10' x 20' concrete driveway at 10' x 20'
- Minor 1: Existing driveway 2 replaced by new driveway 10' x 20' and 10' x 20' concrete driveway at 10' x 20'
- Minor 2: Existing driveway 3 replaced by new driveway 10' x 20' and 10' x 20' concrete driveway at 10' x 20'



**Hillel of San Diego**  
San Diego, California

Phase 1:  
4974 Cliffridge Avenue  
La Jolla, California 92037

Phase 2:  
Intersection of La Jolla Village Drive  
and La Jolla Village Drive  
La Jolla, California 92037

Right of Way Dedication  
La Jolla Shores Site Development Permit for Sustainable Building Development with Deviations from Development Regulations  
Change of Occupancy Permit  
Sustainable Expedite Program

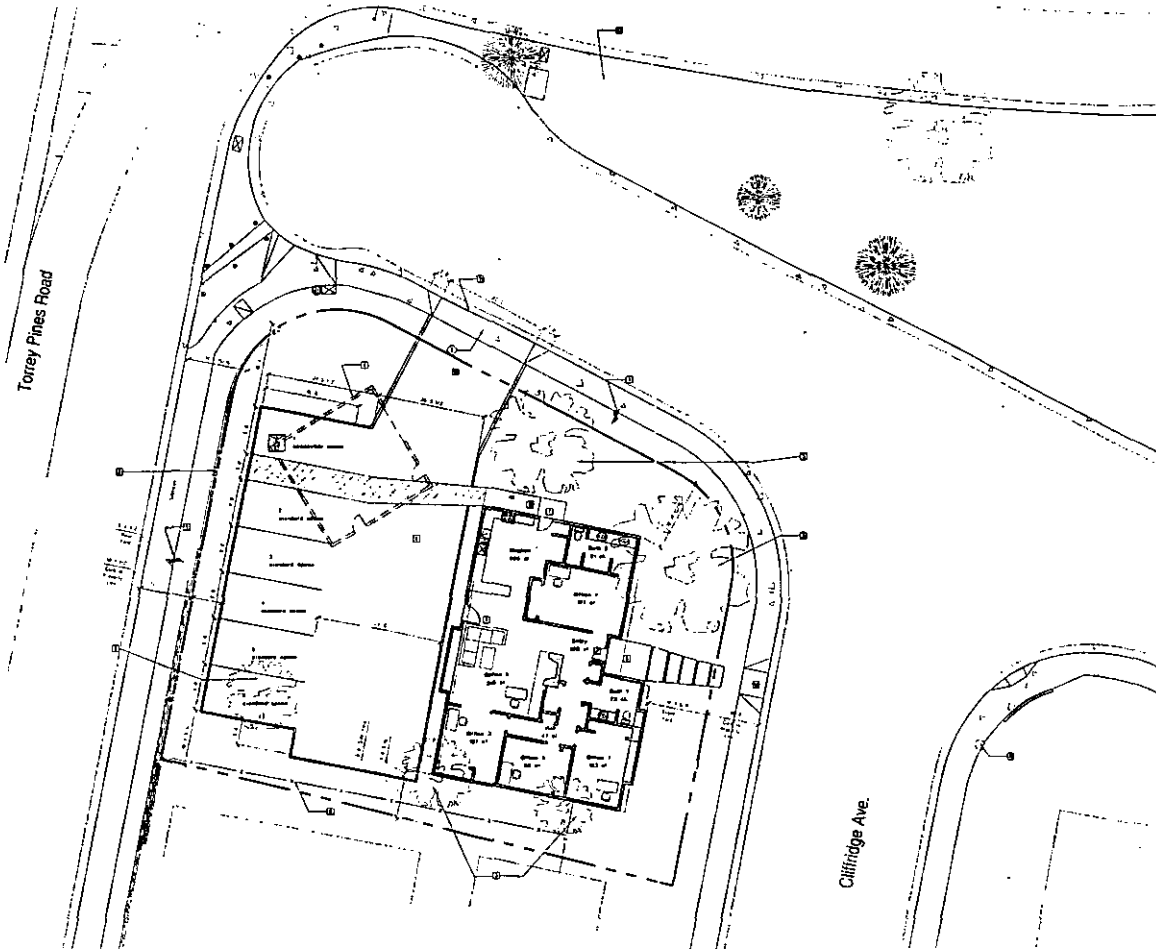
Project No. 215  
Date: January 21, 2008  
By: [Signature]

Project No. 215  
Date: January 21, 2008  
By: [Signature]

NOT FOR CONSTRUCTION  
Phase 1:  
Alternative "1"  
Parking Plan

**A2.0**

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**1 Phase 1 Parking Alternative 2 (If Phase 2 Development of Site 653 for Hillel is not approved)**

Notes:

**Parking Alternative 1:** Provide 6 parking spaces in the abandoned cut-de-sac. This alternative involves the construction of a temporary sidewalk and parking improvements in the abandoned cut-de-sac right of way. If the street vacation is approved as part of the Site 653 Project. This alternative assumes that Hillel's application for the Site 653 Site Development Permit and application for street vacation will be approved.

**Parking Alternative 2:** The alternative provides for satisfying the parking requirements on site. This alternative provides for demolition of the existing garage at the House and construction of 6 parking spaces on the site of the House Project as depicted on site plan Sheet A2.1, submitted herewith. We would propose that this alternative be required only if the Site 653 application and corresponding street vacation is denied.

**Hillel of San Diego**

- Street Vacation
- Right of Way Dedication
- La Jolla Shores Site Development Permit for Sustainable Building Development with Deviations from Development Regulations
- Change of Occupancy Permit
- Sustainable Expedite Program

Site Plan Notes	
1	Existing Sign
2	Existing CMU wall
3	Existing tree to remain
4	Existing garage to be demolished
5	Existing site area
6	Existing fence
7	1st floor (3' x 4' x 8')
8	New temporary parking lot
9	Existing tree to be removed
10	New Concrete Driveway
11	New paved lot
12	New concrete path and walk
13	Existing tree to be removed
14	New underground ramp
15	Existing tree to be removed
SDP Deviations	
1	Minor parking deviation: 1. reduced by 2 spaces to 4 spaces with the minimum of 2 spaces
2	Minor parking deviation: 2. reduced by 2 spaces to 4 spaces with the minimum of 2 spaces
3	Minor parking deviation: 3. reduced by 2 spaces to 4 spaces with the minimum of 2 spaces
4	Minor parking deviation: 4. reduced by 2 spaces to 4 spaces with the minimum of 2 spaces
5	Minor parking deviation: 5. reduced by 2 spaces to 4 spaces with the minimum of 2 spaces
6	Minor parking deviation: 6. reduced by 2 spaces to 4 spaces with the minimum of 2 spaces
7	Minor parking deviation: 7. reduced by 2 spaces to 4 spaces with the minimum of 2 spaces
8	Minor parking deviation: 8. reduced by 2 spaces to 4 spaces with the minimum of 2 spaces
9	Minor parking deviation: 9. reduced by 2 spaces to 4 spaces with the minimum of 2 spaces
10	Minor parking deviation: 10. reduced by 2 spaces to 4 spaces with the minimum of 2 spaces
11	Minor parking deviation: 11. reduced by 2 spaces to 4 spaces with the minimum of 2 spaces
12	Minor parking deviation: 12. reduced by 2 spaces to 4 spaces with the minimum of 2 spaces
13	Minor parking deviation: 13. reduced by 2 spaces to 4 spaces with the minimum of 2 spaces
14	Minor parking deviation: 14. reduced by 2 spaces to 4 spaces with the minimum of 2 spaces
15	Minor parking deviation: 15. reduced by 2 spaces to 4 spaces with the minimum of 2 spaces



Right of Way Dedication	
La Jolla Shores Site Development Permit for Sustainable Building Development with Deviations from Development Regulations	Change of Occupancy Permit
Sustainable Expedite Program	
Project Name	Hillel of San Diego
Project Address	6876 Cliffridge Avenue, La Jolla, California 92037
Project Owner	Hillel of San Diego
Project Architect	Michael J. Smith
Project Engineer	Michael J. Smith
Project Date	08/09/19



**Hillel of San Diego**  
San Diego, California

**Phase 1:**  
6876 Cliffridge Avenue  
La Jolla, California 92037

**Phase 2:**  
Intersection of La Jolla Scenic Way,  
La Jolla Village Drive  
and La Jolla Scenic Drive  
La Jolla, California 92037

**NOT FOR CONSTRUCTION**  
Phase 1:  
Alternative 2  
Parking Plan

**A2.1**

002844

002345

## Hillel of San Diego

- Street Vacation
- Right of Way Dedication
- La Jolla Shores Site Development Permit for Sustainable Building Development with Deviations from Development Regulations
- Change of Occupancy Permit
- Sustainable Expedite Program

SOP Deviations	
1	Phase 1 parking structure is required to be constructed within 18 months of the start of construction of the building.
2	Phase 2 parking structure is required to be constructed within 24 months of the start of construction of the building.
3	Phase 3 parking structure is required to be constructed within 36 months of the start of construction of the building.
Garage Area	
Phase 1	25,000 sq. ft.
Phase 2	25,000 sq. ft.
Phase 3	25,000 sq. ft.
Phase 4	25,000 sq. ft.
Phase 5	25,000 sq. ft.
Phase 6	25,000 sq. ft.
Phase 7	25,000 sq. ft.
Phase 8	25,000 sq. ft.
Phase 9	25,000 sq. ft.
Phase 10	25,000 sq. ft.
Phase 11	25,000 sq. ft.
Phase 12	25,000 sq. ft.
Phase 13	25,000 sq. ft.
Phase 14	25,000 sq. ft.
Phase 15	25,000 sq. ft.
Phase 16	25,000 sq. ft.
Phase 17	25,000 sq. ft.
Phase 18	25,000 sq. ft.
Phase 19	25,000 sq. ft.
Phase 20	25,000 sq. ft.
Phase 21	25,000 sq. ft.
Phase 22	25,000 sq. ft.
Phase 23	25,000 sq. ft.
Phase 24	25,000 sq. ft.
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Phase 26	25,000 sq. ft.
Phase 27	25,000 sq. ft.
Phase 28	25,000 sq. ft.
Phase 29	25,000 sq. ft.
Phase 30	25,000 sq. ft.
Phase 31	25,000 sq. ft.
Phase 32	25,000 sq. ft.
Phase 33	25,000 sq. ft.
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Phase 68	25,000 sq. ft.
Phase 69	25,000 sq. ft.
Phase 70	25,000 sq. ft.
Phase 71	25,000 sq. ft.
Phase 72	25,000 sq. ft.
Phase 73	25,000 sq. ft.
Phase 74	25,000 sq. ft.
Phase 75	25,000 sq. ft.
Phase 76	25,000 sq. ft.
Phase 77	25,000 sq. ft.
Phase 78	25,000 sq. ft.
Phase 79	25,000 sq. ft.
Phase 80	25,000 sq. ft.
Phase 81	25,000 sq. ft.
Phase 82	25,000 sq. ft.
Phase 83	25,000 sq. ft.
Phase 84	25,000 sq. ft.
Phase 85	25,000 sq. ft.
Phase 86	25,000 sq. ft.
Phase 87	25,000 sq. ft.
Phase 88	25,000 sq. ft.
Phase 89	25,000 sq. ft.
Phase 90	25,000 sq. ft.
Phase 91	25,000 sq. ft.
Phase 92	25,000 sq. ft.
Phase 93	25,000 sq. ft.
Phase 94	25,000 sq. ft.
Phase 95	25,000 sq. ft.
Phase 96	25,000 sq. ft.
Phase 97	25,000 sq. ft.
Phase 98	25,000 sq. ft.
Phase 99	25,000 sq. ft.
Phase 100	25,000 sq. ft.

Phase 1: Surface parking structure  
Phase 2: Subterranean parking structure  
Phase 3: Subterranean parking structure  
Phase 4: Subterranean parking structure  
Phase 5: Subterranean parking structure  
Phase 6: Subterranean parking structure  
Phase 7: Subterranean parking structure  
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Phase 100: Subterranean parking structure



Direct Vacation  
Right of Way Dedication  
La Jolla Shores Site Development Permit for Sustainable Building Development with Deviations from Development Regulations  
Change of Occupancy Permit  
Sustainable Expedite Program



Hillel  
of San Diego  
San Diego, California

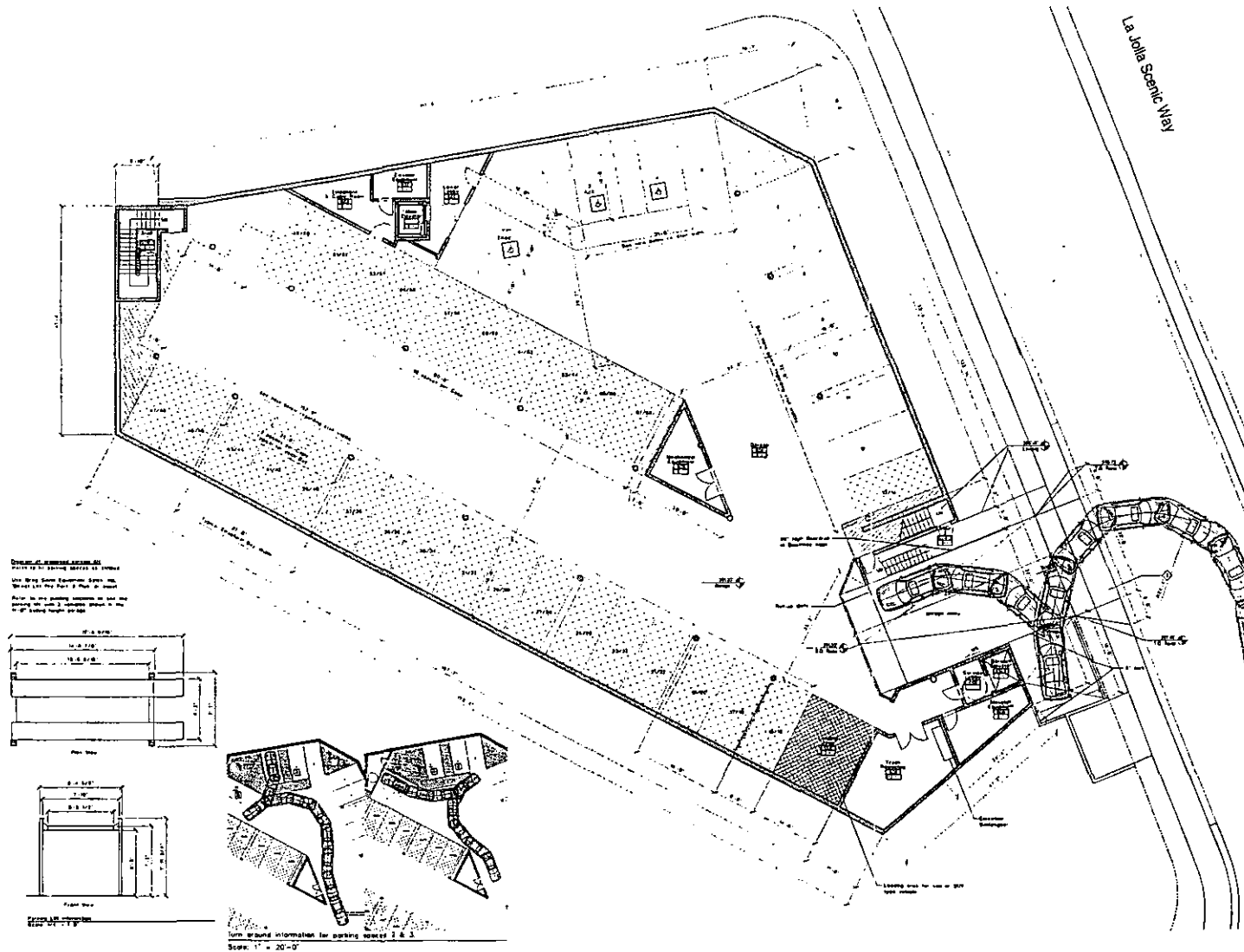
Phase 1:  
6976 Cambridge Avenue  
La Jolla, California 92037

Phase 2:  
Intersection of La Jolla Scenic Way,  
La Jolla Village Drive  
and La Jolla Scenic Drive  
La Jolla, California 92037

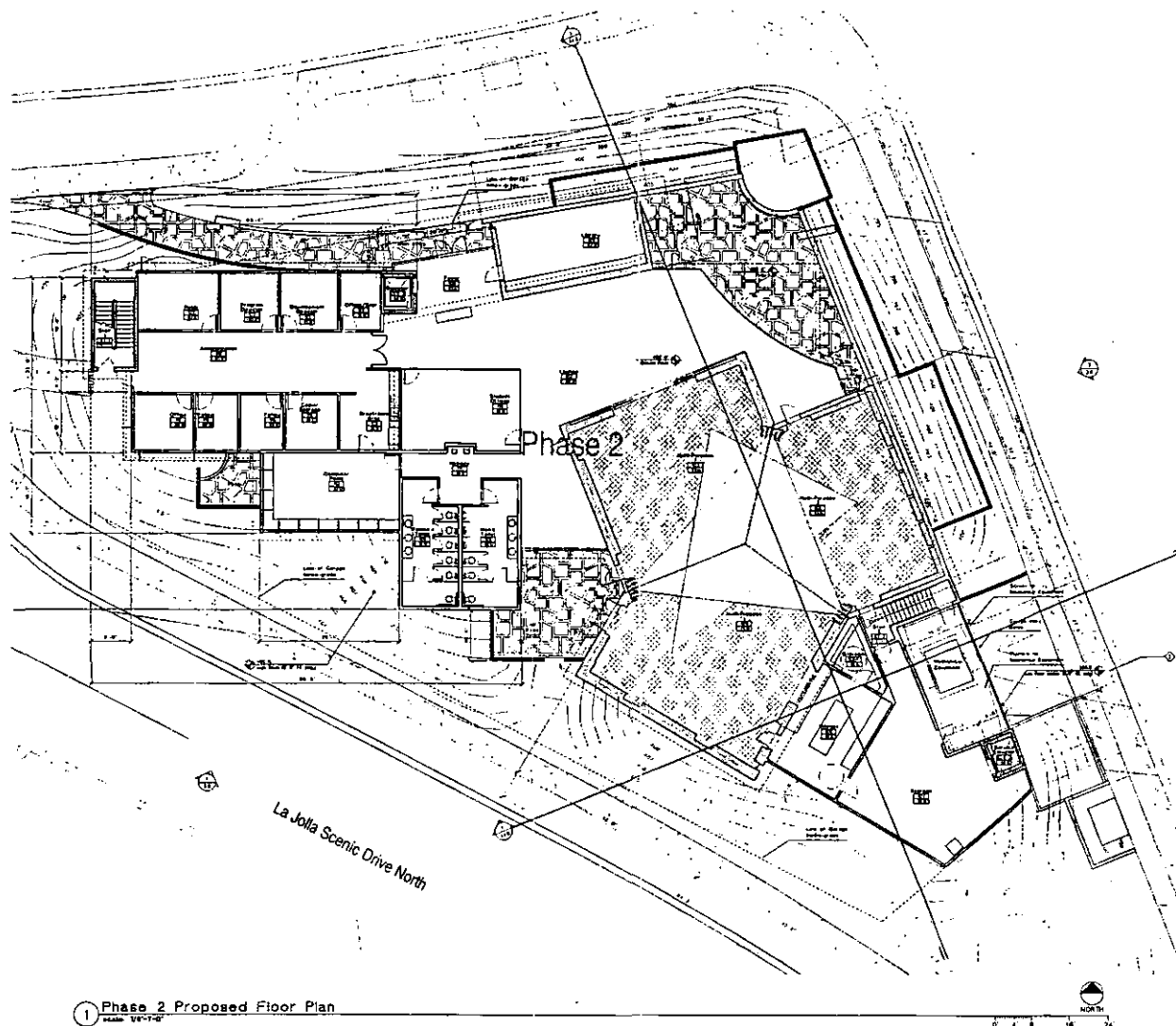
NOT FOR CONSTRUCTION

Phase 2:  
Subterranean  
Parking Garage

A2.2



1 Phase 2 Proposed Subterranean Parking Garage  
Scale: 1" = 20'-0"



# Hillel of San Diego

- Street Vacation
- Right of Way Dedication
- La Jolla Shores Site Development Permit for Sustainable Building Development with Deviations from Development Regulations
- Change of Occupancy Permit
- Sustainable Expedite Program

SDP Deviations	
1	Phase 1 Building Deviations: 1. Reduced 20' minimum front yard setback to 10' on the east side of the building. Approved at 10/10/10.
2	Phase 2 Building Deviations: 1. Reduced 20' minimum front yard setback to 10' on the east side of the building. Approved at 10/10/10.
3	Phase 2 Building Deviations: 1. Reduced 20' minimum front yard setback to 10' on the east side of the building. Approved at 10/10/10.
Ground Floor Areas	
Garage, Level 1, Area	2,176 sq. ft.
Pool Deck, Area	1,275 sq. ft.
Pool, Level 1, Area	1,200 sq. ft.
Pool, Level 2, Area	1,961 sq. ft.
Pool Deck, Area	1,200 sq. ft.
Pool, Level 3, Area	1,200 sq. ft.
Pool Deck, Area	1,200 sq. ft.
Pool, Level 4, Area	1,200 sq. ft.
Pool Deck, Area	1,200 sq. ft.
Pool, Level 5, Area	1,200 sq. ft.
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Pool, Level 98, Area	1,200 sq. ft.
Pool Deck, Area	1,200 sq. ft.
Pool, Level 99, Area	1,200 sq. ft.
Pool Deck, Area	1,200 sq. ft.
Pool, Level 100, Area	1,200 sq. ft.
Pool Deck, Area	1,200 sq. ft.



Street Vacation  
Right of Way Dedication  
La Jolla Shores Site Development Permit for Sustainable Building Development with Deviations from Development Regulations  
Change of Occupancy Permit  
Sustainable Expedite Program



Hillel  
of San Diego  
San Diego, California

Phase 1  
8576 Chabre Avenue  
La Jolla, California 92037

Phase 2  
Intersection of La Jolla Scenic Way  
La Jolla Village Drive  
and La Jolla Scenic Drive  
La Jolla, California 92037

NOT FOR CONSTRUCTION

Phase 2  
Proposed  
Floor Plan

A2.3



- [illegible]



Issue/Topic	SP2
Expiry Date	January 21, 2010
Notes	SP2/2

Hille  
of San Diego  
San Diego, California

Phase 1:  
3376 Clidridge Avenue  
La Jolla, California 92037

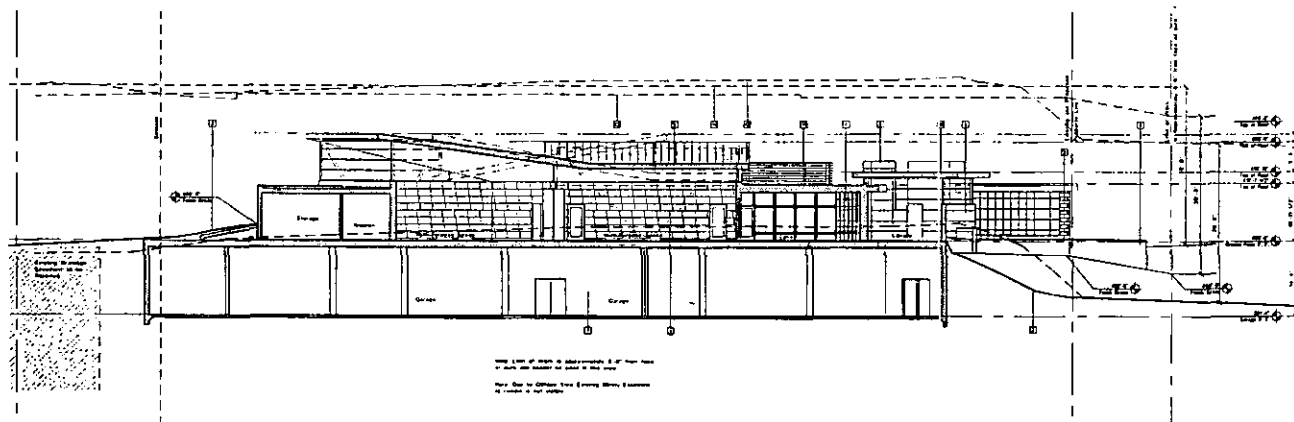
Phase 2  
Intersection of La Jolla Scenic Way  
La Jolla Village Drive  
and La Jolla Scenic Drive  
La Jolla, California 92037

**NOT FOR CONSTRUCTION**

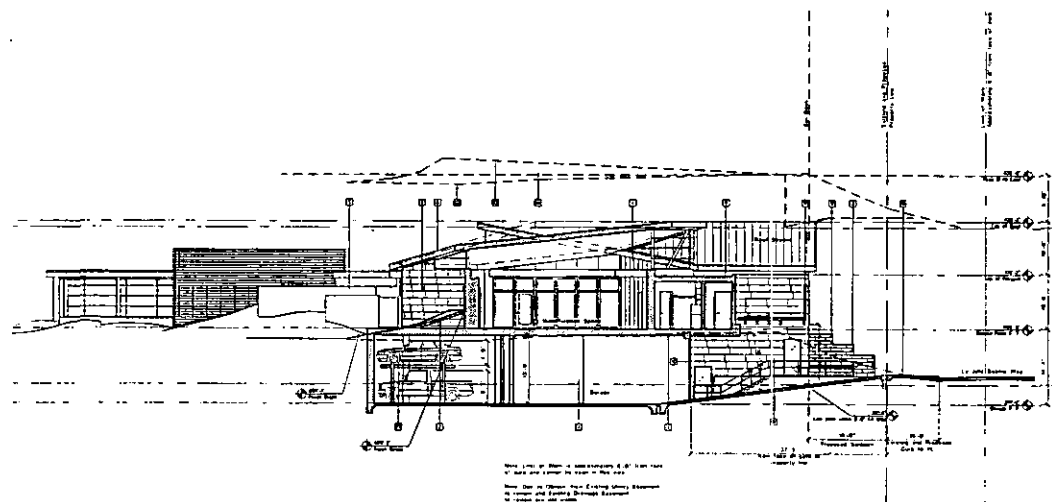
**Phase 2  
Proposed  
Elevations**

A3.0

002849



2 Proposed Section  
scale: 1/8"=1'-0"



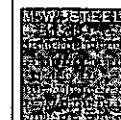
1 Proposed Section  
scale: 1/8"=1'-0"

- Hillel of San Diego
- Street Vacation
- Right of Way Dedication
- La Jolla Shores Site Development Permit for Sustainable Building Development with Deviations from Development Regulations
- Change of Occupancy Permit
- Sustainable Expedite Program

Station History	
1	Location Point
2	Proposed Station
3	Station - Right of Way
4	Station
5	Station - Right of Way
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100	Station - Right of Way



William J. Smith  
Professional Engineer  
State of California  
No. 10000



Hillel  
of San Diego  
San Diego, California

Phase 1:  
9776 Camino Avenue  
La Jolla, California 92037

Phase 2:  
Intersection of La Jolla Village Way  
and La Jolla Village Drive  
La Jolla, California 92037

NOT FOR CONSTRUCTION

Phase 2:  
Proposed  
Sections

A4.0

(R-2008-\_\_\_\_)

RESOLUTION NUMBER R-\_\_\_\_\_

ADOPTED ON \_\_\_\_\_

WHEREAS, California Streets and Highways Code section 8330 et seq. provides a procedure for the summary vacation of public street easements by City Council resolution where the easement is no longer required; and

WHEREAS, under Charter section 280(a)(2) this resolution is not subject to veto by the Mayor because this matter requires the City Council to act as a quasi-judicial body and where a public hearing was required by law implicating due process rights of individuals affected by the decision and where the Council was required by law to consider evidence at the hearing and to make legal findings based on the evidence presented; and

WHEREAS, the affected property owner has requested the vacation of a portion of La Jolla Scenic Drive North (Project No. 149437, Approval No. 527860), to unencumber this property as approved by Site Development Permit No. 527861; and

WHEREAS, as a part of this action the property owner is relinquishing abutter's rights on the south side of La Jolla Village Drive, between Torrey Pines Road to La Jolla Scenic Way, and on a portion of the west side of La Jolla Scenic Way, between La Jolla Scenic Drive North and La Jolla Village Drive, as shown on Drawing No. No. 00116-C, marked as Exhibit "B;" and

WHEREAS, the City Council finds that:

**DRAFT PUBLIC RIGHT-OF-WAY VACATION RESOLUTION****ATTACHMENT 9**

(a) there is no present or prospective public use for the public right-of-way, either for the facility for which it was originally acquired, or for any other public use of a like nature that can be anticipated;

(b) the public will benefit from the action through improved use of the land made available by the vacation;

(c) the vacation does not adversely affect any applicable land use plan or; and

(d) the public facility for which the public right-of-way was originally acquired will not be detrimentally affected by this vacation; NOW, THEREFORE,

BE IT RESOLVED, by the Council of the City of San Diego, as follows:

1. That the public right-of-way easement located within the La Jolla Community Plan area in connection with Site Development Permit No. 527861, as more particularly described in the legal description marked as Exhibit "A" and as shown on Drawing No. 00116-C, marked as Exhibit "B", and on file in the office of the City Clerk as Document No. RR-\_\_\_\_\_-1 is ordered vacated.

2. That said public right-of-way vacation is conditioned on the following, satisfactory to the City Engineer. In the event these conditions are not completed within three years following the adoption of this resolution, then this resolution shall become void and be of no further force or effect.

a. Prior to the recordation of the public right-of-way vacation, the Applicant shall cut, plug and abandon the existing public 12-inch water facilities within the La Jolla Scenic Drive North



right-of-way to be vacated, in a manner satisfactory to the Water Department Director and the City Engineer.

b. Prior to the recordation of the public right-of-way vacation, the Applicant shall assure, by permit and bond, the design and construction of new public 16-inch water facilities and the cut, plug and abandonment of the existing public 8-inch water facilities within the La Jolla Scenic Drive North right-of-way and appropriate water easement, from La Jolla Scenic Way to Torrey Pines Road, in a manner satisfactory to the Water Department Director and the City Engineer.

c. Prior to the recordation of the public right-of-way vacation, the Applicant shall assure, by permit and bond, the installation/replacement of fire hydrants at locations and in a manner satisfactory to the Fire Marshal, the Water Department Director and the City Engineer.

d. Prior to the recordation of the public right-of-way vacation, Applicant shall assure, by permit and bond, the reconnection all existing water services still in use to the new 16-inch facilities adjacent to the project site, in a manner satisfactory to the Water Department Director and the City Engineer.

e. The Applicant shall retain an acceptable water easement over the 16-inch water facilities within the vacated La Jolla Scenic Drive North right-of-way, from Cliffridge Avenue to Torrey Pines Road, for exclusive use of public water mains with no appurtenances, in a manner satisfactory to the Water Department Director and the City Engineer. The minimum easement width shall be 15-feet-wide.

f. The Applicant agrees to design and construct all required public water facilities in accordance with established criteria in the most current edition of the City of San Diego Water Facility Design Guidelines and City regulations, standards and practices pertaining thereto.

g. Prior to the recordation of the public right-of-way vacation, Applicant shall assure, by permit and bond, the design and construction of the realignment of the existing 8" public sewer main at the intersection of La Jolla Scenic Drive North and Cliffridge Avenue, satisfactory to the Director of Public Utilities.

h. Prior to the recordation of the public right-of-way vacation the Applicant agrees to relocate all San Diego Gas and Electric Facilities into a general utilities easement to be reserved from the portion of La Jolla Scenic Drive North to be vacated.

i. Prior to the recordation of the public right-of-way vacation the Applicant agrees to relocate all Time-Warner Facilities into a general utilities easement to be reserved from the portion of La Jolla Scenic Drive North to be vacated.

j. A public access easement to the satisfaction of the City Engineer linking La Jolla Scenic Drive North and Torrey Pines Road shall be retained in perpetuity for public pedestrian and bicycle access. The area shall not be gated or otherwise obstructed to prevent free movement and public access. In addition, the project shall incorporate signage which identifies this area as public access to the satisfaction of the Development Services Director.

3. That the Development Services Department shall cause a certified copy of this resolution, with attached exhibits, to be recorded in the office of the County Recorder.

002855

**DRAFT PUBLIC RIGHT-OF-WAY VACATION RESOLUTION**

**ATTACHMENT 9**

4. The City Engineer shall advise the City Clerk of the completion of the conditions listed in number 2 above. After completion of the conditions, the City Clerk shall cause a certified copy of this resolution, with attached legal description marked as Exhibit "A" and as shown on Drawing No. 00116-C, marked as Exhibit "B," attested by the City Engineer under seal to be recorded in the Office of the County Recorder.

APPROVED: MICHAEL AGUIRRE, City Attorney

By \_\_\_\_\_

Deputy City Attorney

Orig. Dept: DSD

I.O. 43-0376

Drawing No. \_\_\_\_\_-C

R-2008-\_\_\_\_

EXHIBIT "A"  
LEGAL DESCRIPTION

STREET VACATION - LA JOLLA SCENIC DRIVE AND GENERAL UTILITY AND  
ACCESS EASEMENT RESERVED FROM STREET VACATION  
SOUTHEASTERLY OF TORREY PINES ROAD

STREET DEDICATION - LA JOLLA VILLAGE DRIVE SOUTHEASTERLY OF TORREY  
PINES ROAD AND EASEMENT DEDICATION

**PARCEL 'A'**

THAT PORTION OF LA JOLLA SCENIC DRIVE, DEDICATED FOR STREET PURPOSES  
BY RESOLUTION 150337, RECORDED OCTOBER 3, 1958 DOCUMENT NO. 163406 O.R,  
TOGETHER WITH THAT PORTION OF LA JOLLA SCENIC DRIVE AND TORREY PINES  
ROAD BOTH DEDICATED PER LA JOLLA HIGHLANDS UNIT NO. 3, IN THE CITY OF  
SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO  
MAP THEREOF NO. 3528, FILED IN THE OFFICE OF THE COUNTY, OCTOBER 19, 1956.

VACATING THAT PORTION DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE SOUTHERLY RIGHT OF WAY LINE OF LA JOLLA  
VILLAGE DRIVE (FORMALLY MIRAMAR ROAD) DEDICATED FOR STREET  
PURPOSES BY RESOLUTION NO. 186827 RECORDED APRIL 5, 1966 DOCUMENT NO.  
56775 OF OFFICIAL RECORDS, SAID POINT ALSO BEING A POINT ON THE  
NORTHERLY RIGHT OF WAY LINE OF SAID LA JOLLA SCENIC DRIVE DEDICATED  
FOR STREET PURPOSES BY RESOLUTION 150337, RECORDED OCTOBER 3, 1958  
DOCUMENT NO. 163406 O.R.; THENCE SOUTHERLY ON THE NORTHERLY RIGHT OF  
WAY LINE OF SAID LA JOLLA SCENIC DRIVE, SOUTH 62°35'54" EAST, 24.94 FEET TO  
THE **TRUE POINT OF BEGINNING**; THENCE ALONG SAID NORTHERLY RIGHT OF  
WAY LINE SOUTH 62°35'54" EAST, 164.60 FEET TO THE BEGINNING OF A TANGENT  
651.00 FOOT RADIUS CURVE, CONCAVE SOUTHWESTERLY; THENCE ALONG THE  
ARC OF SAID CURVE WESTERLY AND SOUTHERLY THROUGH A CENTRAL ANGLE  
OF 09°16'03", AN ARC DISTANCE OF 105.30 FEET TO A POINT HEREIN DESCRIBED  
AS **POINT 'A'** ALSO BEING A POINT ON THE SOUTHWESTERLY RIGHT OF WAY  
LINE OF LA JOLLA SCENIC WAY DEDICATED PER RESOLUTION 150337, RECORDED  
OCTOBER 3, 1958 AS DOCUMENT NO. 163406 O.R., A RADIAL TO SAID POINT BEARS  
NORTH 36°40'09" EAST; THENCE SOUTHERLY ON SAID RIGHT OF WAY LINE SOUTH  
21°57'52" EAST, 17.17 FEET TO THE BEGINNING OF A TANGENT 20.00 FOOT RADIUS  
CURVE, CONCAVE NORTHWESTERLY; THENCE ALONG THE ARC OF SAID CURVE  
SOUTHERLY AND WESTERLY THROUGH A CENTRAL ANGLE OF 149°01'24", AN  
ARC DISTANCE OF 52.02 FEET TO THE BEGINNING OF A REVERSE CURVE,  
CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 605.00 FEET; THENCE ALONG  
THE ARC OF SAID CURVE NORTHERLY AND WESTERLY THROUGH A CENTRAL  
ANGLE OF 09°39'26", AN ARC DISTANCE OF 101.97 FEET; THENCE NORTH 62°35'54"  
WEST, 113.81 FEET TO THE BEGINNING OF A TANGENT 56.00 FOOT RADIUS CURVE,

002657

CONCAVE NORTHEASTERLY; THENCE ALONG THE ARC OF SAID CURVE WESTERLY AND NORTHERLY THROUGH A CENTRAL ANGLE OF  $17^{\circ}35'18''$ , AN ARC DISTANCE OF 17.19 FEET TO THE BEGINNING OF A REVERSE CURVE CONCAVE SOUTHERLY HAVING A RADIUS OF 81.00 FEET, THENCE WESTERLY AND SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF  $123^{\circ}54'02''$  AN ARC DISTANCE OF 175.16 FEET TO A POINT ON THE WESTERLY RIGHT OF WAY LINE OF CLIFFRIDGE AVENUE ALSO BEING THE EASTERLY LOT LINE OF LOT 67 PER SAID MAP 3528; DISTANT 24.57 FEET FROM THE SOUTHEASTERLY CORNER OF SAID LOT 67, THENCE NORTHERLY ALONG SAID LOT LINE NORTH  $11^{\circ}05'22''$  EAST 24.35 FEET TO THE BEGINNING OF TANGENT 25.00 FOOT RADIUS CURVE, CONCAVE SOUTHWESTERLY; THENCE ALONG THE ARC OF SAID CURVE NORTHERLY AND EASTERLY THROUGH A CENTRAL ANGLE OF  $73^{\circ}41'16''$ , AN ARC DISTANCE OF 32.15 FEET; THENCE NORTH  $62^{\circ}35'54''$  WEST, 58.80 FEET TO THE TO THE BEGINNING OF A TANGENT 20.00 FOOT RADIUS CURVE, CONCAVE SOUTHEASTERLY; THENCE ALONG THE ARC OF SAID CURVE WESTERLY AND SOUTHERLY THROUGH A CENTRAL ANGLE OF  $106^{\circ}17'34''$ , AN ARC DISTANCE OF 37.10 FEET TO A POINT HEREIN DESCRIBED AS **POINT 'B'**, ALSO BEING A POINT ON THE EASTERLY RIGHT OF WAY LINE OF TORREY PINES ROAD ALSO BEING THE WESTERLY LINE OF SAID LOT 67, DISTANT 70.20 FROM THE SOUTHWESTERLY CORNER OF SAID LOT 67; THENCE NORTH  $11^{\circ}06'32''$  EAST, 34.46 FEET TO THE BEGINNING OF A TANGENT 20.00 FOOT RADIUS CURVE, CONCAVE SOUTHEASTERLY; THENCE NORTHERLY AND EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL OF  $93^{\circ}19'50''$ , AN ARC DISTANCE OF 32.58 FEET TO THE BEGINNING OF A TANGENT REVERSE CURVE, CONCAVE NORTHERLY HAVING A RADIUS OF 636.64 FEET; THENCE ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF  $09^{\circ}12'17''$ , AN ARC DISTANCE OF 102.28 FEET TO THE BEGINNING OF A TANGENT 42.00 FOOT RADIUS CURVE, CONCAVE NORTHERLY; THENCE ALONG THE ARC OF SAID CURVE EASTERLY THROUGH A CENTRAL ANGLE OF  $04^{\circ}42'02''$ , AN ARC DISTANCE OF 3.45 FEET; THENCE NORTH  $89^{\circ}27'57''$  WEST, 48.73 FEET TO THE TO THE BEGINNING OF A TANGENT 634.64 FOOT RADIUS CURVE, CONCAVE NORTHERLY; THENCE ALONG THE ARC OF SAID CURVE EASTERLY THROUGH A CENTRAL ANGLE OF  $02^{\circ}53'02''$ , AN ARC DISTANCE OF 31.94 FEET TO THE **TRUE POINT OF BEGINNING**.

AREA: 21,278 SQ.FT. 0.488 ACRES MORE OR LESS

#### **PARCEL 'B'**

RESERVING FROM SAID VACATION AN EASEMENT FOR GENERAL UTILITY AND ACCESS EASEMENT, DESCRIBED AS FOLLOWS:

**BEGINNING** AT SAID **POINT "A"**; THENCE SOUTH  $21^{\circ}57'52''$  EAST, 13.86 FEET ALONG THE SOUTHWESTERLY RIGHT OF WAY OF LA JOLLA SCENIC WAY PER DOCUMENT 56775 RECORDED APRIL 5, 1966 OF O.R.; THENCE SOUTH  $36^{\circ}59'17''$  WEST, 37.39 FEET TO THE BEGINNING OF A NON TANGENT 20.00 FOOT RADIUS CURVE. CONCAVE NORTHEASTERLY, A RADIAL TO SAID POINT BEARS SOUTH

002858

15°01'26" WEST; THENCE WESTERLY AND NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 22°02'06", AN ARC DISTANCE OF 7.69 FEET TO THE BEGINNING OF A TANGENT REVERSE CURVE, CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 605.00 FEET; THENCE ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 00°42'37", AN ARC DISTANCE OF 7.50 FEET; THENCE NORTH 37°12'32" EAST, 46.00 FEET TO A POINT ON THE ARC OF A NON TANGENT 651.00 FOOT RADIUS CURVE, CONCAVE SOUTHWESTERLY, A RADIAL TO SAID POINT BEARS NORTH 36°24'34" EAST; THENCE EASTERLY AND SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 00°15'35", AN ARC DISTANCE OF 2.95 FEET TO THE **POINT OF BEGINNING**.

AREA: 640 SQ.FT. 0.015 ACRES MORE OR LESS

#### **PARCEL 'C'**

RESERVING FROM SAID VACATION AN EASEMENT FOR GENERAL UTILITY AND ACCESS EASEMENT, DESCRIBED AS FOLLOWS:

**BEGINNING AT SAID POINT "B";** THENCE NORTH 11°06'32" EAST, 34.46 FEET TO THE BEGINNING OF A TANGENT 20.00 FOOT RADIUS CURVE, CONCAVE SOUTHEASTERLY; THENCE NORTHERLY AND EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL OF 93°19'50", AN ARC DISTANCE OF 32.58 FEET TO THE BEGINNING OF A TANGENT REVERSE CURVE, CONCAVE NORTHERLY HAVING A RADIUS OF 636.64 FEET; THENCE ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 01°41'48", AN ARC DISTANCE OF 18.85 FEET A RADIAL TO SAID POINT NORTH 12°44'35" WEST; THENCE SOUTH 57°43'15" EAST, 83.50 FEET; THENCE NORTH 32°16'45" EAST, 10.00 FEET; THENCE SOUTH 57°43'15" EAST, 21.42 FEET TO THE BEGINNING OF A NON-TANGENT 81.00 FOOT RADIUS CURVE. CONCAVE SOUTHEASTERLY, A RADIAL TO SAID POINT BEARS NORTH 18°09'49" WEST; THENCE WESTERLY AND SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 26°43'35", AN ARC DISTANCE OF 37.78 FEET; THENCE NORTH 58°31'31" WEST, 72.74 FEET; THENCE SOUTH 58°40'55" WEST, 13.12 FEET TO A POINT ON THE NORTHERLY LINE OF LOT 67 OF MAP 3528 RECORDED OCTOBER 19, 1956 O.R.; THENCE ALONG SAID NORTHERLY LOT LINE OF LOT 67 NORTH 62°35'54" WEST, 10.84 FEET TO THE BEGINNING OF A TANGENT 20.00 FOOT RADIUS CURVE, CONCAVE SOUTHEASTERLY; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 106°17'34", AN ARC DISTANCE OF 37.10 FEET TO A POINT ON THE EASTERLY RIGHT OF WAY LINE OF TORREY PINES ROAD AS DEDICATED PER SAID MAP 3528, ALSO BEING THE **POINT OF BEGINNING**.

AREA: 3,540 SQ.FT. 0.081 ACRES MORE OR LESS

#### **PARCEL 'D'**

STREET DEDICATION – LA JOLLA VILLAGE DRIVE

002853

THAT PORTION OF PUEBLO LOT 1299 OF THE PUEBLO LANDS OF SAN DIEGO, IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF MADE JAMES PASCOE IN 1870, A COPY OF WHICH SAID MAP WAS FILED IN THE OFFICE OF COUNTY RECORDER OF SAN DIEGO COUNTY, NOVEMBER 14, 1921 ALSO KNOWN AS MISCELLANEOUS MAP NO. 36.

LYING NORTHEASTERLY OF LA JOLLA SCENIC DRIVE, DEDICATED FOR STREET PURPOSES BY RESOLUTION 150337, RECORDED OCTOBER 3, 1958 DOCUMENT NO. 163406 OF OFFICIAL RECORDS, SOUTHERLY OF LA JOLLA VILLAGE DRIVE (FORMALLY MIRAMAR ROAD) AND WESTERLY OF LA JOLLA SCENIC WAY DEDICATED FOR STREET PURPOSES BY RESOLUTION NO. 186827 RECORDED APRIL 5, 1966 DOCUMENT NO. 56775 OF OFFICIAL RECORDS

EXCEPTING THAT PORTION LYING SOUTHERLY OF THE FOLLOWING DESCRIBED LINE:

BEGINNING AT A POINT ON THE NORTHERLY RIGHT OF WAY LINE OF LA JOLLA SCENIC DRIVE NORTH, SAID POINT BEING DISTANT 24.94 FEET FROM THE WESTERLY CORNER OF SAID LAND, ALSO BEING THE BEGINNING OF AN ARC PARALLEL WITH AND 12.00 FEET SOUTHERLY, MEASURE AT RIGHT ANGLES, TO THE SOUTHERLY RIGHT OF WAY OF LA JOLLA VILLAGE DRIVE; THENCE ALONG SAID ARC 155.09 FEET TO THE BEGINNING OF A TANGENT REVERSE CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 20.00 FEET, A RADIAL TO SAID BEGINNING OF REVERSE CURVE BEARS NORTH 16°21'06" WEST; THENCE EASTERLY AND SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 84°23'14" AN ARC DISTANCE OF 29.46 FEET TO THE WESTERLY RIGHT OF WAY OF LA JOLLA SCENIC WAY AND THE TERMINUS OF SAID LINE.

#### PARCEL 'E'

##### EASEMENT DEDICATION - GENERAL UTILITY

THAT PORTION OF PUEBLO LOT 1299 OF THE PUEBLO LANDS OF SAN DIEGO, IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF MADE JAMES PASCOE IN 1870, A COPY OF WHICH SAID MAP WAS FILED IN THE OFFICE OF COUNTY RECORDER OF SAN DIEGO COUNTY, NOVEMBER 14, 1921 ALSO KNOWN AS MISCELLANEOUS MAP NO. 36.

LYING NORTHEASTERLY OF LA JOLLA SCENIC DRIVE, DEDICATED FOR STREET PURPOSES BY RESOLUTION 150337, RECORDED OCTOBER 3, 1958 DOCUMENT NO. 163406 OF OFFICIAL RECORDS, SOUTHERLY OF LA JOLLA VILLAGE DRIVE (FORMALLY MIRAMAR ROAD) AND WESTERLY OF LA JOLLA SCENIC WAY DEDICATED FOR STREET PURPOSES BY RESOLUTION NO. 186827 RECORDED

002860

APRIL 5, 1966 DOCUMENT NO. 56775 OF OFFICIAL RECORDS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT SAID POINT "A"; THENCE NORTH 21°57'52" WEST, 3.44 FEET ALONG THE SOUTHWESTERLY RIGHT OF WAY OF SAID LA JOLLA SCENIC WAY; THENCE SOUTH 37°12'32" WEST 1.80 FEET TO A POINT ON THE NORTHERLY RIGHT OF WAY OF SAID LA JOLLA SCENIC DRIVE NORTH ALSO BEING THE BEGINNING OF A NON TANGENT 651.00 FOOT RADIUS CURVE, CONCAVE SOUTHWESTERLY, A RADIAL TO SAID POINT BEARS NORTH 36°24'34" EAST; THENCE ALONG SAID NORTHERLY RIGHT OF WAY LINE AND THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 00°15'35", AN ARC DISTANCE OF 2.95 FEET TO THE **POINT OF BEGINNING**.

AREA: 2 SQ.FT. 0.000 ACRES MORE OR LESS

**PARCEL 'F'**

**EASEMENT DEDICATION - GENERAL UTILITY**

RESERVING FROM SAID VACATION AN EASEMENT FOR GENERAL UTILITY AND ACCESS EASEMENT, DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON THE SOUTHERLY RIGHT OF WAY LINE OF LA JOLLA VILLAGE DRIVE (FORMALLY MIRAMAR ROAD) DEDICATED FOR STREET PURPOSES BY RESOLUTION NO. 186827 RECORDED APRIL 5, 1966 DOCUMENT NO. 56775 OF OFFICIAL RECORDS, SAID POINT ALSO BEING A POINT ON THE NORTHERLY RIGHT OF WAY LINE OF SAID LA JOLLA SCENIC DRIVE DEDICATED FOR STREET PURPOSES BY RESOLUTION 150337, RECORDED OCTOBER 3, 1958 DOCUMENT NO. 163406 O.R.; THENCE SOUTHERLY ON THE NORTHERLY RIGHT OF WAY LINE OF SAID LA JOLLA SCENIC DRIVE, SOUTH 62°35'54" EAST, 24.94 FEET TO THE BEGINNING OF A NON-TANGENT, 634.64 FOOT RADIUS CURVE, CONCAVE NORTHERLY, A RADIAL LINE TO SAID CURVE BEARS SOUTH 02°20'59" EAST; THENCE DEPARTING SAID NORTHERLY LINE, WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 02°53'02" A DISTANCE OF 31.94 FEET; THENCE NORTH 89°27'57" WEST 42.82 FEET TO **THE TRUE POINT OF BEGINNING**; THENCE SOUTHERLY ON A LINE WHICH IS PARALLEL WITH AND 34.50 FEET SOUTHWESTERLY, MEASURED AT RIGHT ANGLES, FROM THE NORTHERLY RIGHT OF WAY LINE OF SAID LA JOLLA SCENIC DRIVE SOUTH 62°35'54" EAST FEET 230.92 FEET TO THE BEGINNING OF A TANGENT 616.50 FOOT RADIUS CURVE CONCAVE SOUTHERLY; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 11°19'42" AN ARC DISTANCE OF 121.89 FEET TO A POINT ON A NON-TANGENT 20.00 FOOT RADIUS CURVE CONCAVE NORTHERLY, A RADIAL LINE TO SAID POINT BEARS NORTH 26°57'28" WEST; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 17°35'18" A DISTANCE OF 22.35 FEET TO THE BEGINNING OF



002861

A 605.00 FOOT RADIUS REVERSE CURVE, CONCAVE SOUTHWESTERLY, SAID CURVE BEING CONCENTRIC WITH AND 46.00 FEET SOUTHWESTERLY OF SAID NORTHERLY RIGHT OF WAY LINE OF SAID LA JOLLA SCENIC DRIVE; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 09°39'26" A DISTANCE OF 101.97 FEET; THENCE NORTH 62°35'54" WEST FEET 113.81 FEET TO THE BEGINNING OF A TANGENT 56.00 FOOT RADIUS CURVE, CONCAVE NORTHEASTERLY; THENCE ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 17°35'18" A DISTANCE OF 17.19 FEET; TO THE BEGINNING OF A REVERSE 81.00 FOOT RADIUS CURVE, CONCAVE SOUTHEASTERLY; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 46°13'09" A DISTANCE OF 65.34 FEET; THENCE NORTH 62°35'54" WEST FEET 74.03 FEET TO THE BEGINNING OF A NON-TANGENT 636.47 FOOT RADIUS CURVE, CONCAVE NORTHERLY, A RADIAL LINE TO SAID CURVE BEARS SOUTH 07°59'59" WEST; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 02°45'54" A DISTANCE OF 30.72 FEET TO THE BEGINNING OF A COMPOUND 42.00 FOOT RADIUS CURVE, CONCAVE NORTHERLY; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 04°42'02" A DISTANCE OF 3.45 FEET; THENCE SOUTH 89°27'57" EAST FEET 5.91 FEET TO THE TRUE POINT OF BEGINNING.

AREA = 4,564.72 SQ. FT. OR 0.105 ACRES MORE OR LESS.



10-1-2008

DK NASLAND PLS 5562

DATE



J.O. NO. 421438

P.T.S. NO 6098

DWG NO

00262

SCALE 1"=30'



SHEET 2 OF 2 SHEETS

MM36 - PUEBLO LANDS  
POR. LOT 1289

MM36 - PUEBLO LANDS  
POR. LOT 1289

TORREY PINES ROAD  
PER CITY DMC 12210-9

LA JOLLA VILLAGE DRIVE

MAP 352B  
LOT 87

CLIFFSIDE AVE  
PER CITY DMC 12210-9

MAP 352B  
LOT 96

MAP 4045

LA JOLLA SCENIC DRIVE NORTH  
PER CITY DMC 8392-9

LA JOLLA SCENIC WAY  
PER CITY DMC 12210-9

MAP 7353

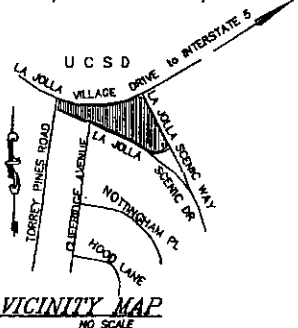
**LEGEND**

- INDICATES STREET DEDICATION AREA: 2,183 SQ.FT. 0.050 ACRES
- PROPERTY LINE
- RIGHT OF WAY LINE
- CENTER LINE

**REFERENCE DRAWINGS:**

- MAP 4045
- MAP 352B
- MAP 7353
- CITY DRAWING # 6502-D
- CITY DRAWING # 12210-D
- CITY DRAWING # 11293-2-H-D

**A.P.N.**  
344-120-26



**STREET DEDICATION  
HILFEL OF SAN DIEGO - UCSD**



**NASLAND ENGINEERING**  
CIVIL ENGINEERING • SURVEYING • LAND PLANNING  
4740 Rutledge Street, San Diego, California, 92111 • 619-282-7770

CITY OF SAN DIEGO, CALIFORNIA  
SHEET 1 OF 1 SHEET

FOR CITY ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_

DESCRIPTION	BY	APPROVED	DATE	FILED
ORIGINAL	MP		7-17-08	
REVISED - NEW EASE	MP		8-12-08	
REVISED - PARCEL C	SH		9-10-08	
REVISED - NEW EASE	MT		9-22-08	
FINAL - SIGNED	MP		10-1-08	

STATUS

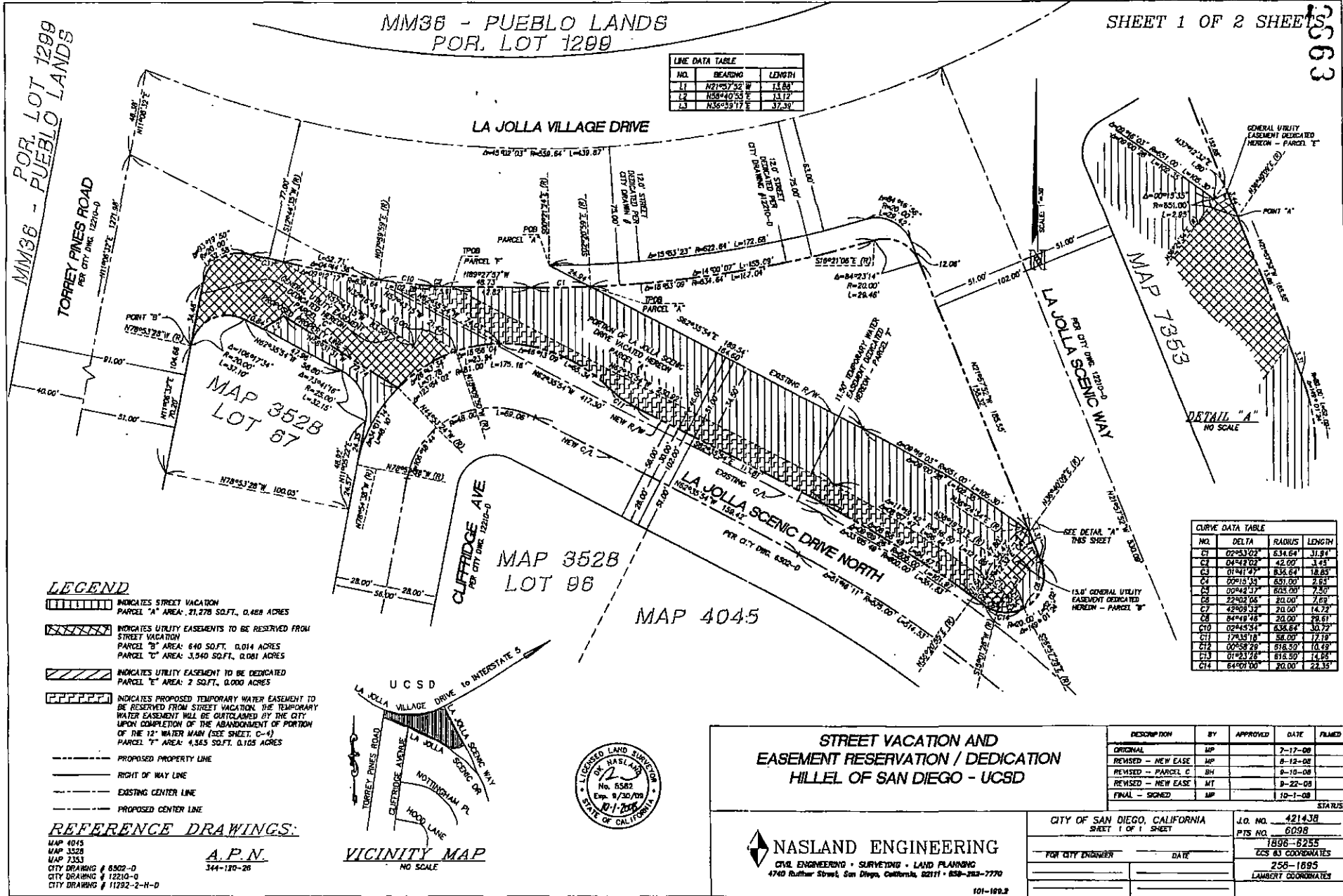
J.O. NO. 42143B  
PTS. NO. 6098  
1896-6255  
CIS 83 COORDINATES  
256-1695  
LAMBERT COORDINATES

101-129.2

003563

# MM36 - PUEBLO LANDS POR. LOT 1299

SHEET 1 OF 2 SHEETS



LINE DATA TABLE

NO.	BEARING	LENGTH
L1	N21°57'52" W	13.84'
L2	N58°40'53" E	13.17'
L3	N58°59'17" E	37.39'

CURVE DATA TABLE

NO.	DELTA	RADIUS	LENGTH
C1	02°53'02"	634.64'	31.84'
C2	04°42'02"	42.00'	3.43'
C3	01°41'07"	836.64'	18.85'
C4	00°15'34"	651.00'	2.95'
C5	00°48'57"	825.00'	2.50'
C6	22°53'08"	20.00'	7.69'
C7	42°09'52"	20.00'	14.72'
C8	84°49'48"	20.00'	28.61'
C9	02°45'34"	636.64'	30.72'
C10	17°35'18"	58.00'	17.19'
C11	00°58'28"	518.50'	10.49'
C12	01°23'28"	618.50'	12.94'
C13	64°01'00"	20.00'	22.35'

## LEGEND

- INDICATES STREET VACATION  
PARCEL "A" AREA: 21,278 SQ.FT., 0.488 ACRES
- INDICATES UTILITY EASEMENTS TO BE RESERVED FROM STREET VACATION  
PARCEL "B" AREA: 640 SQ.FT., 0.014 ACRES  
PARCEL "C" AREA: 3,540 SQ.FT., 0.081 ACRES
- INDICATES UTILITY EASEMENT TO BE DEDICATED  
PARCEL "E" AREA: 2 SQ.FT., 0.000 ACRES
- INDICATES PROPOSED TEMPORARY WATER EASEMENT TO BE RESERVED FROM STREET VACATION. THE TEMPORARY WATER EASEMENT WILL BE OUTLAINED BY THE CITY UPON COMPLETION OF THE ABANDONMENT OF PORTION OF THE 12" WATER MAIN (SEE SHEET C-4)  
PARCEL "F" AREA: 4,365 SQ.FT., 0.105 ACRES
- PROPOSED PROPERTY LINE
- RIGHT OF WAY LINE
- EXISTING CENTER LINE
- PROPOSED CENTER LINE

## REFERENCE DRAWINGS:

MAP 4045  
MAP 3528  
MAP 7353  
CITY DRAWING # 8502-0  
CITY DRAWING # 12210-0  
CITY DRAWING # 11292-2-N-D

A.P.N.  
344-130-26

VICINITY MAP  
NO SCALE



## STREET VACATION AND EASEMENT RESERVATION / DEDICATION HILLEL OF SAN DIEGO - UCSD

**NASLAND ENGINEERING**  
CIVIL ENGINEERING • SURVEYING • LAND PLANNING  
4740 Rutherford Street, San Diego, California, 92111 • 619-282-7770

DESCRIPTION	BY	APPROVED	DATE	FILED
ORIGINAL	MP		7-17-08	
REVISED - NEW EASE	MP		8-12-08	
REVISED - PARCEL C	BH		9-10-08	
REVISED - NEW EASE	MT		9-22-08	
FINAL - SIGNED	MP		10-1-08	

CITY OF SAN DIEGO, CALIFORNIA  
SHEET 1 OF 1 SHEET

FOR CITY ENGINEER DATE

J.O. NO. 421438  
PTS NO. 6098  
1896-8255  
ECS 83 COORDINATES  
256-1895  
LAMBERT COORDINATES

101-189.3